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DEATH.

On the 27th October, at Rostock, Germany, A. SCHOENEMANN, partner of Messrs. F. Blickhead & Co., aged 60 years. (by wire). [3 OS

The Daily Press.

HONGKONG OFFICE: 14, DESVŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 29TH OCTOBER, 1903.

A CERTAIN amount of discussion and correspondence has appeared in the Shanghai papers lately, particularly in the *North-China Daily News* and *L'Echo de Chine*, with regard to troubles at Ninghai, Chekiang province. Prominence was given to the affair by the killing of a Roman Catholic priest (we do not know what nationality) and the burning of a chapel by a mob under a certain WANG SIH-TONG, a man who made himself notorious at Ninghai during the Boxer rebellion by his animosity towards converts. It seems that the Roman Catholics have in consequence demanded the execution of the Ninghai magistrate as being responsible for the crime; so, at least, a correspondent of the *Daily News* says. But, as Mr. SIAO, the acting magistrate, has only recently taken charge of the post, and has in other respects an excellent reputation, that correspondent makes a protest on his behalf, and a writer on the Roman Catholic side appears to bear witness to his innocence, in a letter addressed to the *Daily News*. The facts of the case, as far as we can gather them from the various accounts, are worth noting as an example of the difficulties attending missionary work in China.

This man WANG, as we have said, made himself conspicuous in 1900 by pillaging and burning at Ninghai, though he did not actually cause the death of any missionary—perhaps only because he did not come across one. For his outrageous conduct toward converts he was condemned to death; his sentence was commuted to imprisonment for life, but he was never arrested by the Chinese officials, and so continued his persecution of Christians until at last he put a climax on his misdeeds by this murder of a priest, the slaughter of at least one convert, and the pillage and destruction of native Christian houses. At the time, it appears, there were no soldiers in Ninghai, and the inhabitants were inclined to side with WANG. The magistrate SIAO has now put a price of $3,000 on his head; and Governor NIEH has put another $2,000 beside telegraphing to Ningpo ordering the punishment of the mandarins, civil and military alike, for their want of diligence. It does not therefore seem that any lack of attention can justly be charged against the higher Chinese officials in connection with this affair, and we cannot believe that the head of the Acting Magistrate SIAO has been demanded. The arch-criminal WANG (who, by the way, was one of the *literati* class before he became a brigand leader) seems to have become an enemy of all Roman Catholics owing to the fact that some three years ago he quarrelled with some converts in his own village, who got an order for his arrest. As this was not carried out, the local priest brought influence to bear on the Chinese magistrate, who then arrested WANG. He was rescued, however, by a mob, and the magistrate promptly resigned. His successor, taking a lesson from what had happened, favoured the Romanists greatly, with the result that converts increased very rapidly, and, as the *Daily News* correspondent puts it, the chapel became like a yamen. It is alleged that the priest was not very discriminating, and his protection over his converts was abused by the unscrupulous, who used his influence for all that it was worth. In consequence, those who were not converts became very bitter, and the field for the ruffian WANG was fully prepared. Then the magistrate who had allowed the Roman Catholics and alleged Romanists to have matters so much their own way had to go to Hangchow to assist at the provincial examinations, and the unfortunate SIAO arrived to see a culmination of the troubles, with the termination stated.

The whole story illustrates a most difficult problem in connection with missionary enterprise in China. Nothing but a direct command to missionaries to abstain altogether from any interference in the secular affairs of their converts can do aught to check such incidents as that at Ninghai. There is already, we are glad to see, a move in this direction, but the Roman Catholics appear to lag behind. Surely events cannot have left them doubtful of the unwisdom, the absolute criminality, of encouraging converts to look to the priest as a helper in over-riding the laws of China.

It is stated that two commissioners, one French and one Chinese, are going to Foochow from Peking to overhaul the Arsenal accounts, which do not appear to have been altogether satisfactory, to the Chinese at least.

Another of those "storms that pass in the night" has come and gone, this time giving Hongkong a just wide enough berth; and though the winds and seas were high, with cold driving gusts of rain, the typhoon scare was practically a false alarm; but trifling damage was done, and that chiefly to trees. Hongkong is to be congratulated on its lucky escape.

We are requested to state that Madame Arral is leaving for Shanghai to-day to give a concert up North on the 7th prox. She will return here in time to arrange for a concert to take place on Saturday, the 14th prox., so that Hongkong residents will be able to hear a singer of whose abilities they have been led to form so great expectations.

It is said that six hundred Japanese residents of Dalny are making preparations for immediate departure to Chefoo in the event of war. At Port Arthur, on the contrary, it is alleged that, according to orders issued by Viceroy Alexieff, the Japanese residents will be collected and sent away by a foreign steamer in the event of hostilities breaking out.

With reference to the correspondence which has recently appeared in the *Daily Press* respecting the quality of the gas supplied in the Colony for illuminating purposes, we are informed that the bad lighting complained of is due to the inadequacy of the mains. The Company is at the present time laying new mains in Connaught Road and feeders to the main in Queen's Road. When this work is completed there will, it is stated, be no cause for complaint on the score of a deficient supply.

We have been asked to correct a statement that occurred in our paragraph in yesterday's issue with reference to the proposed farewell address to the Governor. It is true that the Chinese first held a meeting to consider how best to signalise their regret at the departure of His Excellency, but it was decided by the unofficial members of the Legislative Council and the members of Committee of the Chamber of Commerce that the address should be presented and the Chinese agreed to join in that mark of esteem.

The Rev. Robert Hugh Benson, M.A., son of the late Archbishop of Canterbury, has been received into the Roman Catholic Church, at the Dominican Priory, Woodchester.

M. de Farvielle, and other French *savants* have protested against the proposed demolition of the Eiffel Tower, in Paris, as the tower is valuable for meteorological observations.

The Tientsin detachment of the Sherwood Foresters has changed places with the Peking section of the regiment. The Tientsin men commenced their route-march to Peking on the 16th inst.

The unfortunate people at Peitang, according to the *P. & T. Times*, have an idea that the numerous deaths from plague there are due to the spirit of a large fish eaten during the summer having its revenge.

Prince Tuan, says the *Shanghai Times*, upon the pretex of his present poor health, sent for his son Pu Shun, the former Heir-Apparent to go to him from Peking. Prince Tsai Ying (?) at first kept the matter secret and asked the opinion of a certain prince (presumably Prince Ching), and finally asked the Princess Jung Hsu to take a favourable opportunity to pump the Empress-Dowager as to what ought to be done with this troublesome youth.

In the past it has been the custom to limit the examinations for the bursaries awarded by the Shanghai S. Andrews Society to children of Scotch parentage attending the Public School in Shanghai, while boys and girls studying at other schools were debarred from entrance to the examinations. In future, as the result of the unanimous resolution of the annual meeting of the Society in Shanghai last week, all Scotch children here, whatever school they attend, will be given equal opportunities of winning the bursaries.

The *Shanghai Times* "went one better" than its London namesake with regard to the Peking plot, for it published the following telegram dated Peking, 14th October:—"At the same time that the wire was laid into the Legation magazine someone removed the breech-block of the 4.7 gun which defends the Carriage Park. The missing piece has since been traced to a place in the Chinese city and recovered. There was a battery alongside the wire, but it had not been connected. The whole affair is enshrouded in mystery, and is being rigidly investigated." We still await the result of that rigid investigation of the enshrouding mystery.

The *China Gazette* in a recent issue appears to imply that the Peking massacre telegram, of notorious memory, was the work of Mr. T. C. Cowen, whom, on the strength of his having once been on the staff of the *Hongkong Telegraph*, the Shanghai paper calls "a Hongkong creation altogether." This is surely out of Hongkong's line; and we should be surprised to hear that the massacre fable was in any way due to Mr. Cowen, who had last year to pay Tls. 100 and costs to another gentleman for the satisfaction of calling him "*the* Shanghai liar." The *China Gazette* disclaims, on behalf of itself and those connected with it in 1900, the responsibility for "*the* Peking Massacre Telegram." Would it for "any Peking massacre telegram"? As the *North China Daily News* and the *Hongkong Daily Press* were the only papers which did not print Peking massacre telegrams, we do not see that the *Gazette* can disclaim so much.

Nippon, a monthly publication devoted to the commerce of the Far East, its Arts, Letters, and Politics, and published by the Nippon Publishing Company, of San Francisco, of which the second number has reached us, is the latest addition to the publications dealing expressly with matters commercial in the Far East, as it is replete with very interesting and useful information upon the subject of the trade conditions, opportunities, and possibilities in the ever-widening field of the Orient. Match and match-box making in China, transportation facilities of the Yangtze, market conditions of Tientsin, mines, Siberia as a market for American goods, the shipbuilding industry of Japan, are among the articles which are of general interest to the mercantile communities both at home and in the Far East, and pithily tell of the general mercantile conditions, with figures and statistics called from many sources. This publication is well and neatly got up, excellently printed, and bound in strong paper covers, and should prove a useful work of reference on commercial matters.

Speaking of precautionary measures against plague in Tientsin, the *P. & T. Times* says:—Though we know that both Municipalities and Customs are uniting in their precautionary measures and strict quarantine regulations, it appears to us that more might be done in the way of notifying the Chinese that they will be assured against loss if they will report cases of infectious disease. Dread of losing bedding and clothes, combined with prejudice against disinfectants, is a powerful incentive to concealment, and neutralises remedial efforts more than anything else. The Russian authorities in Newchwang have recently been giving the greatest possible publicity to the fact that they will guarantee those who report cases of plague against loss by replacing such property as may be destroyed. This does not of course overcome all the difficulty in dealing with the Chinese, as the popular and ignorant prejudice against European doctoring and interference still remains. We believe that the city authorities are fully alive to the serious possibilities to which we are exposed here, but from what various Chinese have told us, it appears that still more might be done to enlighten the people.

Witch doctors have been at work in Tientsin, and two women have died under their ministrations; the native paper *Jih Jih* cautions the people against being befooled by them. They are a kind of un-Christian Scientist, we suppose.

The returns of the U.S. Immigration Bureau show a total of 64,977 immigrants into America during the month of August last, being an increase of nearly 20,000 over the returns for the same month last year. Nearly every country in Europe is represented by the immigrants.

The following telegram has been received at the Japanese Foreign Office, Tokyo, being dated Japanese Consulate, Vladivostock, October 10:—According to an order (No. 58) issued by the Viceroy of the Russian Far East on the 10th of October, all military and naval *attachés* of the Russian Legations in Japan, China and Corea are placed under the control of the Viceroy, as directed by Imperial Ordinance on the 30th of August, and these *attachés* will henceforth address all reports to the Viceroy.

By kind permission of Major Radcliff and officers, the band of the 33rd Burma Infantry will play the following programme at the Kowloon Hotel during dinner this evening (weather permitting):—

March ..... "Slave" ..... Tschaikowsky.
Overture ... "Medusa" ..... Stanislaus Elliot
Selection ... "The Shop Girl" ..... Ivan Caryll
Song ..... "The Caterpillar and the Rose" Edward Carey
Selection ... "Reminiscences of Wales" Godfrey
Waltz ..... "Tout Passe" ..... Berger
Characteristic Piece "A Dervish Chorus" Sebek
* "God Save the King."

The *Japan Mail*, discussing certain Russian allegations that in the event of Japan's forces being defeated by Russia, a massacre of foreigners in Japan would follow on a scale of unparalleled enormity, says:—It were waste of time to discuss such an allegation seriously, but it reminds us of an interesting fact attested by Japanese history, namely, that this country has been, in all ages, curiously free from mob outrage. During the feudal era, the agricultural class occasionally had recourse to concerted demonstrations by way of protest against heavy taxes or despotic exactions. The bamboo spear and the mat banner used to be spoken of with some awe in those days, but they were inconvenient solely to oppressive officials, and never once, so far as our reading goes, was such a demonstration attended by wholesale destruction of property or life. In modern times similar displays have been seen: assemblages of complaining farmers or of persons with some grievance to press on official attention. The city mob, however, which kills, pillages, burns, and wrecks, is something that we do not find anywhere in this country's annals. The point is worth notice. No one can affirm with confidence how the people would behave in the presence of a crisis such as has never yet confronted them, defeat by a foreign Power; but of all inconceivable things a massacre of foreigners or any destruction of foreign property by a mob seems to us the most unlikely.

A NOTABLE FEAT.

Passengers by the s.s. *Fatshan*, which arrived at 9.30 a.m. yesterday morning, tell of an adventurous voyage that the *Fatshan* had from Canton to Hongkong. The *Fatshan* left at five o'clock. When she was leaving the wharf at Canton under the direction of Captain Dickson, the *Fook Po* transport got right athwart the way, and Captain Dickson had to run almost right into the flower-boats before he could get clear. The feat reflected great credit upon the captain, upon Mr. J. Logan, chief engineer, and upon Second Engineer J. Seggie and the rest of the staff. At Taipo, where there was a cyclonic sea running and a cyclonic wind blowing, the *Fatshan* was still in difficulties, from which she was extricated only by the intrepidity of her captain, officers and engineers. In the back reach a slipper-boat (*Malantang*) turned over on her side. A Chinese woman hung on to the hulk with a child on her back, and an old woman swam round the wreck trying to close the doors. Luckily the guard-boat at Messrs. Butterfield & Swire's works went to the rescue, and there were no lives lost.

FOOTBALL.

The Hongkong Football Club will play the *Glory* this afternoon under Rugby rules. Kick-off at 4.30 p.m. The following will represent the Club:—

Lt. G. B. Macdonald, full back; Lt. J. H. W. Becke, C. A. Parker, O. J. Barnes, W. B. Robertson, three-quarters; H. E. Stoyle, A. G. Roberts, halves; W. W. Clark, A. Boyd, H. C. Sandford, H. F. Chard, Lt. M. R. Strover, D. B. Murray, C. B. Hayward, and another, forwards.

HOSPITAL SUNDAY.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Union Church	$250.55
S. John's Cathedral	215.00
To Tsai Chapel (London Mission Chinese)	72.21
Wesleyan Church (Wanchai)	37.84
Volunteer Camp Service	30.10
S. Peter's Church ('alf Offertory)	20.00
S. Stephen's Church (Church Mission, Chinese)	17.27
Peak Church	10.40
Rhenish Mission Chapel	5.00
	$158.37

TELEGRAMS.

REUTER'S SERVICE.

THE TRANSVAAL.

LONDON, 26th October.

The *Standard's* correspondent at Pretoria says that the economic situation becomes more acute every day. Prices are abnormal, and the cost of living has not been affected by the reduction of railway rates. The mine-owners are satisfied that the pressure of circumstances will give them Chinese labour, to which other classes strongly object.

JAPAN AND RUSSIA.

LONDON, 26th October.

Reuter's agency at Tokyo wires that the Japanese Premier, being interviewed by Reuter's agent, said that Japan was pursuing negotiations with Russia in strict accordance with the spirit of the Anglo-Japanese Alliance, which aims at the preservation of peace and the *status quo*. The Premier presumed that Russia was actuated by the same peaceful spirit and that there was nothing in the present situation to warrant alarm.

MARINE INSURANCE TO THE FAR EAST.

LONDON, 26th October.

The Liverpool underwriters absolutely refuse to accept risks on Japanese steamers, even at twenty-five guineas per cent.

LATER.

Thus far the Liverpool Insurance rates on Japanese vessels against war risks have dropped from thirty-five to twenty-five guineas.

MEETING OF TSAR AND KAISER.

LONDON, 26th October.

The Kaiser and the Tsar have arranged to meet at Wiesbaden.

THE AUSTRO-RUSSIAN REFORM SCHEME.

LONDON, 26th October.

Although all the Powers have intimated their approval of the scheme for the Macedonian Reforms, the idea of remitting the whole control of Turkey to Russians and Austrians occasions many jealousies, by which the Porte will not fail to profit.

NOTES FROM THE BOTANIC GARDENS.

The Hongkong Flora is particularly rich in flowering shrubs, and *Gordonia anomala*, which is now in flower, is a very attractive species. The flowers are white, 2 or 3 inches across, somewhat like a single-flowered camellia, and are found in the upper axils of the leaves or at the ends of the branches. Two bushes may be seen in the gardens at the east end of the No. 1 house. In the *Index Flora Sinensis* the plant is stated to be apparently endemic, but this is not the case, as we have seen many specimens of it growing in the New Territory. It belongs to the same family as the Camellia and the Tea-plant.

There is only one lady's slipper orchid found in a wild state in Hongkong, and that is *Cypripedium purpuratum*, or as it is now called, *Paphiopedilum purpuratum*, several specimens of which are in flower in the No. 2 house. The flowers are purple, produced singly on scapes 8 inches to 1 foot high, and last a long time in perfection. The leaves are 4 or 5 inches long and variegated, the markings on those of different plants being extremely variable. This orchid is thought to be endemic in Hongkong, but we have reason to believe that such is not the case. We have found it on Mt. Victoria, Mt. Parker, and on the hills above Little Hongkong, but never in large numbers. In the *Flora Hongkongensis* the species is said to be a native of the Khasia Hills, but this is now known to be incorrect.

The typhoon, luckily, passed off without doing much damage in the gardens. The rainfall, which was badly needed for vegetation, amounted to .88 of an inch, and the fall for the month has been 1.71 inches.

The word *funicles* in last week's notes should have been *panicles*.

SUPREME COURT.

Wednesday, 28th October.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (PUISNE JUDGE.)

CHAN CHING HOP, TSANG HOI AND WONG KONG V. CHAN SUK.

Mr. P. W. Goldring, of Messrs. Deacon & Hastings, solicitors, appeared for the plaintiffs, and Mr. C. E. H. Beavis, of Messrs Wilkinson & Grist, solicitors, for the defendant.

Plaintiffs' claim was for $700 damages suffered by them through the breach by the defendant of the contract for the erection of a sea-wall, dated 10th September, 1902, comprising $220 for pulling down and re-erecting wall built by defendant and six months' rent of ground at $70 per month from the 10th November 1902, to the 10th May, 1903, at $420.

In the first case the present defendant was plaintiff, and judgment was given for $122.73 on the 3rd June.

His Lordship, after hearing parties, made an adjournment until Friday next, and the Court adjourned.

CORRESPONDENCE.

THE VOLUNTEER CAMP.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 28th October.

SIR,—As a number of inaccuracies regarding what has happened at Camp this year have crept into both the *Daily Press* and the *China Mail*, I take this opportunity to correct them.

In view of the statement which appeared in your evening contemporary, for my own credit and that of Bombardier B. W. Grey (and it may be mentioned that I have passed the S. John Ambulance Association's examination four times and Bombardier Grey three, and that we both hold the Association's medal), and also that of Surgeon Capt. Stedman, who taught us all we know, I take the accident to Corporal J. Hays first.

The facts of the case are, briefly, simply these: On Saturday night I was sergeant of the main guard, and Corpl. Hays was in charge of the rear guard. On Sunday at 4 a.m. he had relieved his sentry and posted a new man, and was just about to turn in again, when he tripped over the end of his bed and fell heavily on the neck of a broken bottle and severed an artery in his right wrist. Almost immediately Gunner H. K. Holmes brought me the news, and I at once ran to the scene of the accident. It was apparent at a glance that an artery had been cut, and I stopped the flow of blood by compressing the brachial artery with my fingers. Realising after some time that it would not be possible for me to hang on to the arm for very long, and as the rest of the guard, though rendering valuable assistance, were not ambulance men, I sent for Bombardier Grey. On his arrival we worked together for a considerable time, but as the improvised tourniquet we put on was not altogether satisfactory, Grey suggested that Sergt. Nobbs should be sent for, in the hope that amongst the stock of medical comforts he was known to have brought over he would happen to have a tourniquet. That hope was realised, and on Sergt. Nobbs's arrival (about half an hour after the accident first happened) an Esmarcks tourniquet was placed in position, being removed now and again to allow a supply of fresh blood to reach the hand. This tourniquet, under the supervision of Nobbs and Grey, remained in use until Dr. Swan's arrival at 7.30 a.m., in company with Holmes, who left camp at 4.40 a.m. in a sampan to fetch him.

The second matter to which I wish to refer is the irresponsible chatter which has lately appeared as regards drinking and the amount of "shandy" consumed in camp. Anyone would fancy that the encampment was turned into a giant species of tavern where men do nothing but sit round and swill beer. This aspersion on a body of men who are giving up much time and doing their best to learn the work they would be expected to perform in an emergency, is rightly and strongly resented. It is bad enough in conversation to pass such remarks, lest they be repeated, but before putting pen to paper one should first remember that a newspaper travels, and the consequent effect to the corps in the public estimation. I have never seen a more moderate camp (and I have been to a good many) than the present. A great deal of good work has been done, and we are ready to do more, if only the weather will leave us alone.—Yours, etc.,

H. C. WILCOX.
Sergt., No. 2 Co., H.K.V.A.

BAD GAS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 28th October.

SIR,—I was pleased to see, in your to-day's issue, "Lover of Light's" letter with regard to the quality of the gas supplied by the Gas Company. Having, whilst residing in outports, been obliged for some years past to use kerosene oil, with its attendant drawbacks, as an illuminant, I looked forward to well lighted rooms whilst residing in the Colony. But, alas! I was sadly disappointed. In spite of incandescent burners, mantles, etc., I found that in order to obtain enough light in my small dining-room to see what I was eating (with three burners in the room) I had to turn out all the other burners in the house. Having been in the Colony but a short time, and therefore not having seen the previous letters referred to by "Lover of Light," I was wondering for how long consumers had tolerated such a state of affairs and for how long they were going to pay a very high price for "gas" and get nothing but "air with a trace of gas in it." Your correspondent refers to the price of gas in Shanghai, and I am sure that consumers there would not tolerate for a moment gas of the quality we are supplied with, even though they are charged less than half what we are. "A little healthy competition with Hongkong gas and fittings" is very badly needed indeed, and, as the Gas Company appear to have utterly disregarded all hints given them previously as to the quality of the article supplied by them, it would be well if a few more consumers insisted on getting what they pay for by returning, until matters are remedied by the Company, to the use of the cheaper and (certainly at present) better illuminant, kerosene oil.—Yours etc.

"MORE LIGHT."

[We refer our correspondent to a paragraph appearing in another column on this subject.—Ed. *D.P.*]

DANGER TO NAVIGATION.

Capt. Lossius, of the s.s. *Kinshan*, reports a sunken junk, quarter awash, mast and sail floating, lying in the channel between Mschow and Fishstakes, about ½ mile past the north of Taishan Customs station. "Highest point of Lintin 8½ E., North point Taishan Island E x S¾S. both bearings true. Danger to night boats."

BRITISH CENTRAL AFRICA.

The Foreign Office has issued as a Parliamentary paper [*Africa, No. 13, 1903*] a report on the trade and general conditions of the British Central Africa Protectorate for 1902-1903, by Major F. B. Pearce, Acting Commissioner. This exhaustive report, which includes, besides detailed statistics of trade, very careful meteorological tables and a useful map to illustrate them, covers the whole administration of the Protectorate, and is in the main a record of steady progress and intelligent development. The most interesting passage at the present moment is, perhaps, that in which Major Pearce deals with the labour question:—

"The migration in search of work of certain natives within the Protectorate limits to Beira and South Rhodesia still continues. The districts from which these natives proceed annually are generally the West Nyasa and Lower Shiré districts. Although it is impossible to give definite figures as to the numbers that go down of their own accord, there cannot be less than 3,000 or 4,000 that annually make the journey. They return to their homes in the Protectorate after six or eight months' work. The West Nyasa natives favour, as a rule, Salisbury, and are in great demand as house-boys and cooks. The natives of the Lower Shiré district proceed, in addition to Salisbury and South Rhodesia generally, to Beira, where they readily find employment. In this connection the collectors of the districts unanimously report that a great improvement takes place in the native after contact with civilisation in South Africa; his ideas are enlarged, and his desire is to build better houses and to dress in a more cleanly manner. Many on their return home bring back as much as £10 or £15. As regards the question whether a native's morals and physical nature are benefited by a journey and work in South Africa (or otherwise), it may be interesting to refer to the opinion recorded in the *Auroro*, the paper of the Livingstonia Mission on Lake Nyasa, conducted by the Rev. Dr. Laws, a missionary of extremely long residence in the country, and with an unparalleled knowledge of the British Central Africa native. Remarking on the journey of natives to the Salisbury Goldfields, and their return, it states:—'But our experience of the influence of Salisbury disappoints some of the fears we once had. The long journey, the European wonders, the very hard work, and the personal superintendence of the white man, all seem to produce, among the Ngóni at least, a more polite, but dignified, and a cleaner and hard-working man.' The collectors of the district concerned also state, with reference to the improvement that is observable in natives who proceed out of the Protectorate in search of work, that instead of the dull intellect, without any other thought than women, food, and beer, of the older native who has never left his home, and who, moreover, is content to be clothed with rags and without the slightest impression or knowledge of anything outside the circle of his fields, the younger generation, who have sought improvement beyond the limits of their own country, have a far better stamp of countenance; they keep themselves clean, build better houses, and show a great desire to learn to read and write. They are also more generally ready to refer to European justice, and their bearing tends greatly to improve the confidence of the native population with the Administration. In some cases the wives of the natives proceed to South Rhodesia also, accompanying their husbands, and they likewise readily find employment. It has been observed that natives who proceed south and earn perhaps 40s. a month are quite ready on their return home to accept, if they seek work in the Protectorate, the usual low rate of 4s. or 5s. Besides these annual journeys made by natives, which have been going on now for several years, there has been a decided movement of the population in the Shiré Highlands. This, however, is an immigration of natives from Portuguese territory lying between Lake Chilwa and the coast. These people are generally known as Anguru, and are probably part of the aboriginal population which occupied the eastern boundaries of Lake Chilwa and Lujenda River when the Yaos from the east coast of Lake Nyasa entered the Anguru country and became masters of it. One of the chief reasons for the immigration of the Anguru population now is the bad crops and scanty food-supply, which, owing to the lack of rains, has been observable in this part of Africa. Moreover, the Anguru have begun to appreciate that they are enabled to live in peaceful possession of their villages and fields within the Protectorate. It is interesting to observe the rapid change for the better which takes place in these wild people after a short sojourn in the Protectorate. They have always been notorious as robbers and most expert thieves, and it has been stated that where they cannot steal with their hands they steal with their toes. The Church of Scotland Mission must have the credit of first getting in touch with these people, as for the last five years this mission has had stations in Portuguese Anguruland. Two or three years ago, if an ordinary load of calico or other article were given unknowingly to an Anguru carrier it was almost a certainty that the carrier and load disappeared altogether. If the load happened to be calico, or some other salable article, he would cross back into Portuguese territory with it. If the load happened to be of no use, he would take the first opportunity of depositing it in the grass by the roadside and decamp. Such actions as these are, I am glad to say, practically unknown amongst our own Protectorate natives, and their extraordinary honesty is one of the features which makes it possible to possess the efficient postal service we have, and, in fact, to a great extent, the whole system of transport within the Protectorate is possible only owing to this gratifying honesty of the native carriers. During the whole time the mails have been carried by postal carriers there has scarcely been a single case in which the bags have been tampered with, and in only one instance have registered letters containing money or parcels gone astray. There are now 15,000 Anguru in the Blantyre district alone, and there is no doubt, as these people find they can live peaceably and possess fields and houses of their own, that the immigration will continue, and that they will form a valuable addition to the population. The native population of the Protectorate is in a satisfactory condition, and during the course of the past twelve months there has been no trouble or disturbance of any importance within the Protectorate. Serious crime has been, as usual, exceedingly small, and the British Central Africa native continues to maintain his reputation as a gentle and law-abiding person."

THE MYSTERY OF LHASA.

It may be said, at the beginning of the twentieth century, that, except for the two poles there is not a corner of the earth where white men have not penetrated. Yet, in truth, there exists on the Asiatic continent, hardly 200 miles from the frontier of British India, a city, the capital of Tibet, to which the "white men" of Europe and America are absolutely forbidden access. Within a distance of from 150 to 200 miles from this city all the roads leading to it at the place where they cross the frontier to the province of Wu, of which Lhasa is the chief town, are jealously guarded by pickets of Tibetan soldiers. Immediately upon perceiving a suspicious-looking caravan the sentinels notify the local authorities. The advancing traveller then sees rise up before him a whole detachment of armed men, commanded by high functionaries of the country, who without discussing the matter politely insist that the bold pioneer retrace his steps. They even offer him the money and food necessary for the return journey, at the same time warning him that if he continues on his way to Lhasa he will pay for it with his life.

This will make intelligible why the story of the efforts of the enlightened Kalmuk Mongolian Narzunof to explore Lhasa reads like the romance of fiction, but the story which the intrepid traveller relates will almost show why the Tibetans have such a religious dread of the descorating foreigner.

One morning as Narzunof was walking about, waiting an opportunity to take a photograph, he saw for the first time a spectacle which, it seems, is common enough about Lhasa. He quickly took a photograph of what he saw—two men, pilgrims who were making the tour of Lhasa for the third time, not on foot, but flat on their stomachs, measuring the perimeter of the Holy City with their bodies. They threw themselves down the length of their whole bodies, resting on their hands, then, drawing their legs to them, they stood up to prostrate themselves again immediately, this time placing their feet where their head had last been. Beginners put little boards on the palms of their hands to break the force of the blows, and try to fall without straining their arms: but as soon as they have accustomed themselves a little they fall on their hands. Think of the length of time and, above all, of the patience it requires to make thus the tour of the Holy City, a distance of about thirteen miles. But there are some fervent pilgrims who do more than this, for they go seven times round the city. Others, instead of measuring the way by the length of their persons, measure it by width of their faces; they touch their foreheads to the ground, then, changing place laterally, they press their faces again at the spot next to the one they have just touched. It takes the pilgrim one month to make the tour of Lhasa in this fashion. It is a much longer method, but is not nearly so painful as the other.—*The Century.*

STEAMSHIP SUBSIDIES IN JAPAN.

There are at present 19 steamship services subsidised by the Japanese Government, the amount of the subsidies granted this year being Yen 6,186,230. The money thus paid out from the National Treasury is distributed as follows:—

	Yen.
Nippon Yusen Kaisha ...	4,582,367
Toyo Kisen Kaisha	1,013,880
Osaka Shosen Kaisha	392,110
Oya Shichibei	140,000
Taito Kisen Kaisha	57,873
Total ... Yen	6,186,230

The annual navigation encouragement subsidies which the Japanese Government has to pay in the next five years are stated below:

Year.	Yen.
1904	6,069,189
1905	6,021,189
1906	5,441,189
1907	4,696,746
1908	4,341,804

The steamship services subsidised by the State are the European, the Hongkong-San Francisco, the Yokohama-Melbourne, the Hongkong-Seattle, the Shanghai-Hankow, the Japan Sea, the Yokohama-Shanghai, the Kobe-North China, the Kobe-Corea-North China, the Kobe-Vladivostock, the Kobe-Otaru, the Aomori Muroran, the Kobe-Corea, the Yokohama-Bombay, the Shanghai-Soochow, the Shanghai-Kwangchow, the Soochow-Kwangchow, the Hankow-Ichang, and the Idzuhara lines.

THE QUESTION OF MANCHURIA.

The *N.-C. Daily News* publishes the following amusing story, which it states to be authentic. It proves, says our contemporary, the crass ignorance and apathy of many of the highest mandarins in the country, and the pity of it that the destinies of China should be in the hands of such men as the "hero" of the present anecdote. A short time ago, as a number of Presidents, Vice-Presidents, and other officials of the various Boards and Ministries were congregated in the ante-room of the Grand Council Chamber waiting for the coming of their Majesties to give them audience, the conversation naturally turned upon the Russian occupation of Manchuria. Then up stood H.E. Li Chao-wei, Vice-President of the Board of War, and declared, "Your Excellencies, if you would take my advice I should say, 'Let the Russians remain in Manchuria. Our Government will find it both more economical and less bothersome.'" There were many ejaculations of surprise heard in the room at this declaration; some shook heads, shut their eyes, and tried to appear unconcerned, while others tried to look wise as if they knew all about it, but no one seemed inclined to ask questions, thereby betraying his ignorance on such a burning subject. At last a venturesome secretary of the Waiwupu, whose youthful appearance gave him the license to seek information, broke the oppressive silence that had suddenly fallen upon the room and timidly asked, "Will your Excellency deign to enlighten my befogged intellect and guide my understanding by showing how this can be?" Another pause, during which the deep and sagacious Vice-President Li Chao-wei looked contemptuously at his questioner. Then, as if pitying such ignorance, that wise statesman replied, "Why, if we insist upon the Russian forces evacuating Manchuria, how are we to protect their railway there, I should like to know? Where are our troops to do the work? Then when once the Russians are gone we will have the terrible *Hung Hu-tze* (Red-beards) mounted bandits raiding everywhere, plundering the railway stations and works, and destroying the railway wherever they can. What would be the result, allow me to ask your Excellencies; shall we not have the Russian Minister here hammering at the door of the Waiwupu demanding heavy indemnities for the damage done upon Russian railway property, accompanied, perhaps, by other heavy demands for Russian lives lost at the hands of the banditti. Would it not, then, be much more economical and cause us infinitely less trouble if we allow the Russians to remain in Manchuria to protect their own property at their own expense, while we enjoy peace and prosperity within the protecting walls of Peking and quietly bask under the sunny and balmy influence of her Imperial Majesty, "the Old Ancestress"? [NOTE:—"The Old Ancestress," or *Lao Tsu-tsung*, the term of endearment given to the Empress-Dowager after her return to Peking from Hsian; *Lao Fo-yeh*, or "Old Buddha," was her prior designation.] After spouting out the foregoing long speech, Vice-President Li Chao-wei glared through his huge spectacles upon his audience as if to challenge any dissentient. But no one present had the audacity to do so, as his plan fitted so nicely with the *dolce far niente* policy of the company. On the contrary, nothing but words of approval were to be heard, such as "*Kao-ming, Yuan-lü*" ('Highly intelligent, far-seeing indeed!') and the like. Just then the signal of tinkling bells and the clash of cymbals in the distance presaged the approach of the "Old Ancestress" and the Emperor and everyone arose preparatory to filing into the audience chamber.

THE MONETARY COMMISSION.

In an article in *Dun's Review* on the American Monetary Commission it is remarked that with the financial policy of the United States for the Philippines, Great Britain's plans in the Straits and the French system in Indo-China, there is closely associated the necessity for similar conditions in China. As a long step in that direction can be made by putting silver bullion in as steady a position as possible, the proposition was made to the leading Governments that wide fluctuations in the price of the white metal might be avoided by regulating the purchases for coinage. Within the past year we have had silver at the lowest point on record, followed by a recovery of over fivepence per ounce at London, which was largely due to buying by the States for Philippine coinage. In order to maintain the compromise silver coin at a ratio of thirty-two to one it is essential that these erratic variations in the silver bullion market be checked. The American Commission found that leading authorities recognised the importance of this fact, and it was agreed that the difficulty might be obviated to a large extent by distributing purchases of silver for coinage with certain regularity as to quantity and time. In other words, the market should not be depressed by long periods of inactivity and suddenly inflated by an unexpected demand from one of the great nations. If the dealers know that France will buy certain amounts on definite dates, the United States other quantities also at fixed intervals, and similarly for other countries, the natural effect will be less fluctuation in price.

NEW RED SEA LIGHTS.

The British Admiralty has given notice describing the character of the lights to be exhibited along the southern part of the Red Sea. They are respectively at:—(1) Jabel Teir. (2) Zebayir islands, Centre Peak island. (3) Abu Ali, Quoin island. (4) Mokha, on the south fort. Further notice will be given when these lights are exhibited, which, it is understood, will be not long hence, as the lanterns are in place and everything points to an early illumination.

INSURANCE FRAUD IN JAPAN.

A remarkable attempt to defraud the Manufacturers' Insurance Company of Canada has been discovered at Nara, Japan, says the *Kobe Chronicle*. It appears that a man named Saito, living at Nara, believing he had cancer in the stomach, consulted a local physician, when his suspicion was confirmed, the physician warning him that he had but a few months to live. The physician's assistant, learning this, saw in it a good way to make a good sum of money, so he approached Saito and proposed that he should get his life insured, which, he said, could easily be done, as cancer in the stomach was most difficult to detect unless some hint was given to the doctor of its presence. Saito agreed, on condition that his widow be paid 200 yen on his death. Preliminaries were at once entered into. The medical adviser to the company examined the man Saito, and reported favourably upon him, and accordingly a policy for 8000 yen was secured, the half annual premium amounting to 295.05, which was paid by Saito's accomplices. On the 7th of September the company received news of Saito's death, and an application for payment of the amount of the insurance money. A representative of the company from Osaka, the head office in Japan, visited Nara, and found all in order, medical certificate of death, etc., and accordingly the 8000 yen was paid in the usual course of business. But the perspicacity of a young policeman unravelled the plot, through noticing that the largest house in the district was occupied for only a few days, the temporary occupants leaving suddenly and secretly, the house having merely been taken by the widow and her accomplices in order to deceive the insurance company's agents when enquiring into Saito's death. From this clue the policeman discovered the whole plot, and found that while the widow only received the promised 200 yen, the balance of the money was divided among the physician's assistant and others who had helped him through the business. The whole party were arrested, and now await trial. Only a portion of the money has been recovered.

TRAITORS IN THE PHILIPPINES CONSTABULARY.

The Philippines Constabulary is again supplying a story of corruption and treason. This time it is furnished by two ex-detectives in the Constabulary service, who claim that they were wrongfully dismissed from that service. It appears, according to the *Manila Cablenews*, however, that since their dismissal enough evidence has been secured to convict them, as charged, of joining the outlaws and selling their arms to the bandits. It is expected that the case will develop some sensational revelations, but as most cases of the sort emanating from the Philippines do develop sensational revelations, that statement on the part of our esteemed contemporary does not carry much surprise with it. The facts are alleged to be as follows:

The case against the two trusted servants of the Constabulary, says the *Cablenews*, during the earlier campaign against the insurrecto secretary of war, is that a portion of their dramatic story of the visit to that worthy's camp near Imus is only too true. They did meet Felisardo, but not in the manner that they reported to Captain Bruin, and afterwards chronicled in a newspaper interview. It will be remembered that they said that after running all sorts of risks, they were taken as prisoners into the presence of the mighty blacksmith of Cavite, and robbed by him of their weapons. Afterwards they escaped, the story goes. They were not captured, their arms were not stolen from them, and they did not escape. That is part of the testimony against them. They entered the camp of Felisardo as his allies. They sold to him their guns. They were turned loose by the wily outlaw, in order that they might mislead Captain Bruin by false information—as they did. It will be proved that their relations with Felisardo were of the most intimate character, and that, all along, they were playing a double game—drawing the money of the United States Government with one hand, and that of the outlaw with the other and at the same time, feeding him with important information, and gulling the established authorities with false scents. The papers in the case are being drawn up. They speak for themselves.

LATEST STEAMER MOVEMENTS.

The Boston Steamship Co.'s steamer *Tremont* left Victoria for Yokohama and the usual ports on the 25th inst., and may be expected here on the 25th prox.

The Boston Tow Boat Co.'s steamer *Lyra* arrived at Victoria (B.C.) on the 24th inst.

The Indo-China steamer *Namsang*, from Calcutta and the Straits, left Singapore for this port on the 27th inst., at 4 p.m.

The T.K.K. steamer *Rohilla Maru* left Manila on the 27th inst., at 4 p.m., and may be expected here to-day, at daylight.

The departure of the steamer *Hongkong Maru* for San Francisco *via* Shanghai, &c., is postponed to Saturday, the 31st inst., at noon.

WEATHER REPORT.

The Hongkong Observatory on the 27th and 28th inst. issued the following reports:—

On the 27th at 8.15p. The typhoon is rapidly filling up on approaching the coast to the East of Hongkong.

On the 28th at 6a. Black Drum lowered.

At 11.45a. The barometer has fallen generally, particularly in the neighbourhood of Hongkong.

The progress of the typhoon was arrested, and filling up ensued in consequence of the existence of an anticyclone of great intensity over Central China.

Severe monsoon gales are blowing in the Formosa Channel, and heavy monsoon over the N. part of the China Sea.

Forecast:—Strong N. winds; fair, squally.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, and special business matters* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS *should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

Telegraphic Address: PRESS. *Codes: A.B.C., 5th Ed. Lieber's.*

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

FURNISHED ROOMS or HOUSE.

Apply—

A. L. Z.,
Care of *Daily Press* Office.

Hongkong, 29th October, 1903. [3007

HONGKONG CRICKET CLUB.

NOTICE.

THE MATCH for next SATURDAY, OCTOBER 31st, will be THE CLUB v. THE GARRISON. Members wishing to play for either side are requested to enter their names in the match book kept in the Pavilion for that purpose.

PHILIP W. GOLDRING,
Acting Secretary.

Hongkong, 28th October, 1903. 3003

IN THE MATTER OF ORDINANCE No. 2 OF 1892,

and

IN THE MATTER OF THE PETITION of JOHN SAMUEL RIGBY, of Bagot Street, Wavertree, Liverpool, England, Manufacturing Chemist, for LETTERS PATENT for the exclusive use within the Colony of Hongkong of an Invention for "Improvements in the Manufacture of bricks or artificial stone."

NOTICE IS HEREBY GIVEN that the Petition Declaration and Specification required by Ordinance No. 2 of 1892 have been duly filed in the Office of the Colonial Secretary And that it is the intention of the said JOHN SAMUEL RIGBY by DENNYS & BOWLEY his Solicitors to apply for Letters Patent for the exclusive use within the Colony of the said Invention at a sitting of the Executive Council to be held at the Council Chambers, Victoria Hongkong on WEDNESDAY the 11th day of NOVEMBER 1903.

Dated the 28th day of October, 1903.

DENNYS & BOWLEY,
Solicitors for the Petitioner.

3004]

IN THE MATTER OF ORDINANCE No. 2 of 1892,

and

IN THE MATTER OF THE PETITION of GERALD EDWARD HOLLAND, C.I.E., D.S.O., Commander Royal Indian Marine, Rangoon, India and HENRY JOHNSTON, Chief Engineer, Royal Indian Marine, Rangoon, India, for LETTERS PATENT for the exclusive use in this Colony of an Invention for "Improvements in elevators for loading and unloading boxes, bales or other similar packages."

NOTICE IS HEREBY GIVEN that the Petition Declaration and Specification required by Ordinance No. 2 of 1892 have been filed in the Office of the Colonial Secretary And that it is the intention of the said GERALD EDWARD HOLLAND and HENRY JOHNSTON by DENNYS and BOWLEY their Solicitors to apply for Letters Patent for the exclusive use within the Colony of the said Invention at a sitting of the Executive Council to be held at the Council Chambers Victoria Hongkong on WEDNESDAY the 11th day of NOVEMBER 1903.

Dated the 28th day of October, 1903.

DENNYS & BOWLEY,
Solicitors for the Petitioners.

3005]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR RANGOON, VIA AMOY AND SWATOW.

THE Company's Steamship

"JELUNGA,"

Captain Windebank, will be dispatched as above on SATURDAY, the 31st inst., at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 29th October, 1903. [3006

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the above ports on TUESDAY, the 3rd November, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LD.,
Agents.

Hongkong, 28th October, 1903. [2987

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SUEVIA,"

Captain Borck, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TODAY, the 28th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd November will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd November, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 28th October, 1903. [3002

IKEJIRI COAL.

THE Public are hereby notified that the undersigned are the SOLE AGENTS for the above-mentioned Coal in this Colony.

MIDZUSHIMA & CO.

Hongkong, 9th October, 1903. [2827

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-DAY (THURSDAY),

the 29th OCTOBER, 1903, at 2.30 P.M., at his SALES ROOMS, Queen's Road,

AN ASSORTMENT OF JAPANESE CURIOS, SILKS, EMBROIDERIES, &c.;

Comprising:—

SATSUMA, KANGA, SILVER CLOISONNE, BRONZES, TEA SETS, VASES and ORNAMENTS, IVORY CARVINGS;

CUT VELVET PICTURES, CARPETS and RUGS, FOLDING SCREENS;

&c., &c., &c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS,
Auctioneer.

Hongkong, 27th October, 1903. [2988

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW (FRIDAY),

the 30th OCTOBER, 1903, at 11.30 A.M., at ROSE VILLAS EAST 14, BONHAM ROAD,

THE WHOLE OF THE HOUSEHOLD FURNITURE

therein contained; Comprising:—

DOUBLE and SINGLE IRON BEDSTEADS with WIRE and RATTAN MATTRESSES, TEAKWOOD WARDROBE with GLASS, MARBLE-TOP WASHSTANDS and TOILET SETS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, BOOK-CASE, OVERMANTELS, TEAKWOOD SIDEBOARD with GLASS, CROCKERY and GLASS WARE, COOKING STOVE and UTENSILS, &c., &c.;

Also

One LADY'S BICYCLE, a quantity of BOOKS, One SMALL MILNER'S SAFE and a great Assortment of PLANTS in POTS.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 28th October, 1903. [2993

PUBLIC AUCTION.

IN BANKRUPTCY.

RE THE TACK-LEE FIRM,
BY ORDER OF THE OFFICIAL RECEIVER AND TRUSTEE,

THE Undersigned have received instructions to Sell by Public Auction,

on

MONDAY,

the 2nd NOVEMBER, 1903, at 3 P.M., at LAI ON'S GODOWN, No. 256, West Point,

THE FOLLOWING QUANTITY OF ASSORTED MATTINGS,

Comprising:—

492 Rolls 70 to 75 lbs. weight per roll, 40 yards long by 1 yard wide.
83 Rolls 20 yards long by ¾ yard wide, Pin Fa Matting.
126 Rolls 35 yards long by 1 yard wide, Pin Fa Matting.
23 Rolls 40 yards long by 1¼ yard wide, Ngan Ko Coloured Matting.
10 Rolls 40 yards long by 1¼ yard wide, Hop Fa Coloured Matting.
2 Rolls 40 yards long by 1¼ yard wide, Cheung Kai Coloured Matting.
20 Rolls 40 yards long by 1¼ yard wide, Cheung Kai Coloured Matting (superior quality).
8 Rolls 40 yards long by 1 yard wide, Cheung Kai Coloured Matting.
28 Rolls 40 yards long by 1 yard wide, Cheung Kai Coloured Matting.
27 Rolls 40 yards long by ¾ yard wide, Cheung Kai Coloured Matting.
137 Rolls 40 yards long by ¾ yard wide, Tang Cheung Matting.
30 Rolls 40 yards long by ¾ yard wide, Cheung Kai Matting (superior quality).

956 Rolls.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 26th October, 1903. 2969

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL MEETING of MEMBERS of the above Club will be held in the CITY HALL on MONDAY, 2ND NOVEMBER, at 4 P.M.

By Order,

T. F. HOUGH,
Clerk of the Course.

Hongkong, 16th October, 1903. [2905

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from the West end of Stonecutters' Island on the undermentioned dates at Barrel Targets in a Westerly direction, to the South of Chunghue Island:—

October 30th, at 6 A.M. October 31st, at 3.30 P.M.

By Command,

F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office.
Hongkong, 20th October, 1903. [2977

THE IMPROVEMENT IN EXCHANGE.

REDUCTION IN PRICES.

MR. H. RUTTONJEE begs to announce that from NOVEMBER 1st, on Account of the Improvement in Exchange, the Prices of his PROVISIONS, WINES, &c., will be REDUCED by 10 PER CENT.

Revised Price Lists will be ready in the middle of November.

NOTE THE ADDRESSES:
5, D'Aguilar Street, Hongkong,
37 and 38, Elgin Road, Kowloon.

Hongkong, 27th October, 1903. [2985

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZE'S, AMBERITE and KYNOCH'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to SSSG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong, 28th November, 1902. [11

INTIMATIONS

(ABBREVIATED) PROSPECTUS OF THE HONGKONG BREWERY COMPANY, LIMITED.

[Incorporated under the Companies Ordinances Hongkong 1865 to 1899, whereby the liability of a shareholder is limited to the amount of his shares.]

CAPITAL:

Hongkong Currency $250,000, divided into 2500 shares of $100 each, payable as follows:—

$50 on application
$25 on allotment
$12.50 on 1st May, 1904, and
$12.50 on 1st Dec., 1904

MANAGERS:

Messrs. PAUL LEMAIRE & Co., of No. 15 Queen's Road Central, Victoria, Hongkong.

CONSULTATIVE COMMITTEE:

WILLIAM CHARLES JACK, Esq., Hongkong.
ALBERT DENISON, Esq., Hongkong.
FRANCIS PAGET HETT, Esq., Hongkong.

BANKERS:

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

SOLICITOR:

G. K. H. BRUTTON, Esq., Nos. 39 and 41 Des Voeux Road, Hongkong.

AUDITOR:

A. R. LOWE, Esq., Chartered Accountant, Hongkong.

REGISTERED OFFICE:

No. 15, Queen's Road Central, Hongkong.

The Company has been formed for the purpose of acquiring land in the Colony of Hongkong, together with the messuage erections and buildings thereon known as the Metropole Hotel, and of erecting thereon additional buildings convenient for the purpose of a Brewery, and to manage, maintain, and carry on the said Brewery and buildings when erected and constructed.

The Buildings now standing on the land intended to be purchased are suitable with some alterations for the purposes of a Brewery.

On the land intended to be purchased is a supply of water in sufficient quantities for the requirements of the brewery and very suitable for brewing purposes, as shown by the analysis of Mr. F. Browne, Government Analyst at Hongkong, which analysis can be inspected at the registered office of the Company.

After carefully going into the question of expenses, the Promoter, Mr. E. A. Maurer, the Manager of Messrs. P. Lemaire & Co., is confident that with a brewing of 500,000 gallons only a year a dividend of 15 per cent. at the lowest will be payable on the capital of the Company.

No complete statistics are available showing the quantities of European and Japanese Beer imported into Hongkong and China, but there is no doubt that the demand for beer is increasing: this the following figures will show:—

Japanese Beer imported into China.

1899	gallons	170,280
1900	"	495,000
1901	"	732,600

During the last three years the Japan Brewery Company and the Yebisu Brewery, which are the two largest Breweries in Japan, have paid the following dividends:—

Japan Brewery		Yebisu Brewery
1899/1900	25%	27½%
1900/1901	15%	27½%
1901/1902	30%	25 %

It is the intention of the management, as a beginning, to supply the local markets, and it is anticipated that there will be a demand from the garrison at Hongkong and from the various merchant ships which call at Hongkong.

The price for the purchase of the land and buildings thereon intended to be purchased is $84,000, and it is estimated that the cost of erecting the additional buildings necessary for the Company and for the erection of the plant, &c., will not exceed the sum of $90,000.

It is believed that the brewery premises will be completed by the month of March 1904, and that the Brewery will be in full working order by the month of April, 1904.

Copies of the Memorandum and Articles of Association of the Company, and of any contracts and the report above mentioned, may be inspected at the registered office of the Company.

Forms of application for shares may be obtained from the Company's Managers and Bankers.

Applications for shares should be forwarded to the Hongkong and Shanghai Banking Corporation, the Bankers of the Company, Hongkong, from whom copies of the Prospectus may be obtained.

Copies of the Prospectus and further information may also be obtained from the Managers, Messrs. P. LEMAIRE & Co., Hongkong.

Hongkong, 21st October, 1903 [2892

FOR SALE.

THE NEW "SUN" No. 2 ANTI-RIBBON VISIBLE TYPEWRITER.

IT is a type-lever Machine, has Anti-Ribbon Inking Mechanism which costs one-tenth the cost of a ribbon, has universal keyboard of 27 keys, and writes altogether 84 characters. It takes in paper 8½ inches and writes a line of 7½ inches. It measures 8¾ by 12 by 11 inches and weighs 13 pounds unpacked.

Beautiful work approaching Print, which is impossible with a Ribbon.

A small consignment of above Machines having just arrived, are offered for Sale at $135 net.

Easy term of small monthly payments on hire system accepted, on orders only, from scholars and other approved applicants wishing to acquire a machine for learning preparatory to clerkship or otherwise.

Circular and Particulars to be had on application.

THE CENTRAL PRINTING OFFICE,
No. 2 Coronation Terrace.
(Below CAINE ROAD at the head of ABERDEEN STREET.)
Sole Agents for Hongkong & China.

Hongkong, 22nd October, 1903. [2952

MUSIC.

RAPID Tuition given on the BANJO, MANDOLIN, SPANISH GUITAR, VIOLIN, &c. Terms moderate.

L. A. DE GRACA,
38, Peel Street, or
Care of *Daily Press* Office.

Hongkong, 11th August, 1903. [2258

A. LING & CO.,
FURNITURE STORE.
PLATED, GLASS AND CROCKERY WARE, &c., &c.; and FOOCHOW LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903. [26

INTIMATIONS

THE CANTON-HONGKONG ICE AND COLD STORAGE CO., LD.

CAPITAL $700,000.00
70,000 Shares..... $10 Each.

OFFICERS.—PRESIDENT:
HON. RUSSELL COLEGROVE, Canton, China.

VICE PRESIDENT:
MR. CHAN A FOOK, Hongkong.

TREASURERS (Pro. Tem):
MR. LAI TAI YU, Canton and Hongkong.
MR. TSENG YUT KAI, Canton & Hongkong.

SECRETARY:
MR. CHAN A TAK, Hongkong.

BANKERS:
THE GUARANTY TRUST CO.—Hongkong and New York.

DIRECTORS:
HON. RUSSELL COLEGROVE, U.S. Vice-Consul General Canton, China.
MR. CHAN A FOOK, Merchant, Hongkong.
MR. GEORGE A WATKINS, Chemist, do.
MR. TSENG YUT KAI, Silk Merchant, do.
MR. LAI TAI YU, Merchant, Canton.
MR. CHAU TIT SAI, Capitalist, Hongkong and Canton.
MR. CHAU TUNG SANG, Capitalist, Hongkong.
MR. KWONG KUT WOON, Capitalist, Canton.
MR. LU KOW, Capitalist, Macao.

OFFICES:
(WATKINS BUILDING), Queen's Road Central, Hongkong.

The object of this enterprise is the establishing of two factories for the manufacture of Ice, one in Hongkong, and one in Canton.

The former city, one of the largest shipping ports in the world, is supplied with ice by one plant, which supplies the inhabitants of Hongkong, the coast ports, the shipping in the Harbour, and the cities of Kowloon and Canton as well.

Owing to the increasing demand for Ice our plant, which is of the most modern American Machinery, will manufacture ice far more economically than can be done by any plant now in China or the East.

In Canton, which is the third largest city in the world, all the ice is purchased in Hongkong and delivered by River Steamers daily, and sells from two to three cents per pound. In addition to the European population a large number of the better class of Chinese will purchase ice; besides the immense number of Ocean Steamers which are constantly in this port would, we know, tax this plant to its utmost capacity.

In addition to the Ice plant in Canton, we have added a Distilling Apparatus for making pure water, as it is impossible to drink the water taken from the river, and the entire European population buy drinking water, which is also brought from Hongkong by steamer. We will derive an additional income from this source. Furthermore we propose to erect Cold Storage Warehouses at both points, where meats, fruits, etc., may be kept, there being nothing of the kind in Canton at present, and a great demand for one. As the cost of operating this would be small, the profits are certain to be very large.

In Canton we have an absolute monopoly as we manufacture on the spot, and furthermore, the Canton plant will supply its share of steamers, as well as selling to the adjacent towns of Fa Ti, Ho Nam, Fat Shan, Sam Shui, Wu Chow, and other towns on the West River. (Macao will be supplied from our Hongkong plant.)

It should be remembered that the Canton, Hankow Railway is pushing its line rapidly and this opens another avenue for the disposition of the product of the Canton Plant.

We do not deem it necessary to go into lengthy details on the merits of this enterprise, for we are confident the investor will readily see the advantages of the enterprise and the constantly increasing demand.

The Directors of this Company are composed of representative business men, both at Hongkong and Canton, who, we know, would not lend their names to any non-meritorious enterprise, and the connection of these men with this Company is a guarantee of a safe investment to the purchaser of our shares.

At the present selling price, if our Company only manufactured 30 tons of ice per day between the two plants, there will be a large profit to the Company.

Our machinery is of the latest and most economical type, and sufficient contracts are in hand now to guarantee our dividends.

A large portion of the stock has been subscribed, and the remainder is offered at par.

Shares may be obtained from the Guaranty Trust Co., of New York, the Company Bankers; or from the Secretary, or Messrs Tseng Yut Kai and Lai Tai Yu, Canton or Hongkong.

For further particulars, apply to the Secretary.

Hongkong, 10th September, 1903 [2910

HIRANO WATER.

THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST Bottled in Japan by H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1903. [2166

BANK

IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000
PAID-UP CAPITAL ... " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.

Canton	Peking
Chefoo	Penang
Hankow	Singapore
Tientsin.	

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS.

At 2% per annum on Current Account daily balances.
3% per annum on Fixed Deposits for 3 months
4% " " " " " 6 "
5% " " " " " 12 "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [23

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND—
STERLING RESERVE...$10,000,000
SILVER RESERVE ... 6,000,000
$16,000,000
RESERVE LIABILITY OF PROPRIETORS $10,000,000

COURT OF DIRECTORS.

A. J. RAYMOND, Esq.—Chairman.
H. E. TOMKINS, Esq.—Deputy Chairman.

Hon. C. W. Dickson,	N. A. Siebs, Esq.
E. Goetz, Esq.	H. W. Slade, Esq.
C. Michelau, Esq.	C. A. Tomes, Esq.
H. Schubart, Esq.	E. S. Wheeller, Esq.
E. Shellim, Esq.	

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1903. [19

THE DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL.....Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES:

Berlin	Calcutta	Hankow
Tientsin	Tsingtau (Kiautschou)	

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITHS BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [24

GUARANTY TRUST COMPANY OF NEW YORK
(AMERICAN BANK).

ESTABLISHED 1864.

PAID-UP CAPITAL .....U.S. $2,000,000 Gold
SURPLUS AND UNDIVIDED PROFITS..... " 5,180,000 "
" $7,180,000 "

HEAD OFFICE—NEW YORK.

LONDON OFFICE—33 & 35, Lombard St., E.C.
F. C. BISHOP, Manager, Eastern Department.
LONDON BANKERS—PARR'S BANK, LD.

HONGKONG OFFICE—4, DES VŒUX ROAD.
General Banking and Exchange business transacted.
INTEREST allowed at Current Rates.

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1902. [2760

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ..... " 18,000,000
CAPITAL UNCALLED ..... " 6,000,000
RESERVE FUND..... " 9,210,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokio	Kobe.	Nagasaki
London	Lyons	New York
San Francisco	Honolulu	Bombay
Shanghai	Tientsin	Newchwang
	Peking	

LONDON BANKERS.
THE LONDON JOINT STOCK BANK, LIMITED
PARR'S BANK, LIMITED.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5% per annum
" " " " 6 " 4% " "
" " " " 3 " 3% " "

TARO HODSUMI
Manager.

Hongkong, 11th September, 1903. [820

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL.....£1,000,000
PAID-UP CAPITAL.....£ 324,37

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.

CHAN KIT SHAN, Esq.	J. S. Harston, Esq
CHOW TUNG SHANG, Esq.	J. LAUTS, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 Months Fixed.....5%

Hongkong, 12th May, 1903. 21

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH,
Chief Manager

Hongkong, 1st May, 1902. [20

BANKS

RUSSO-CHINESE BANK.

ORGANISED UNDER IMPERIAL DECREE OF 10TH DECEMBER, 1895.

CAPITAL ..... Roubles 15,000,000
CAPITAL contributed by CHINESE GOVERNMENT...5,000,000 Kouping Taels. (EQUIVALENT TO..... £2,150,000 Stg.).

RESERVE FUND..... Roubles, 2,060,000
SPECIAL RESERVES ..... Roubles, 1,700,000

HEAD OFFICE—ST. PETERSBURG.

BRANCHES AND AGENCIES.

Andijan	Khabarovski	Port Arthur
Batoum	Khokand	Samarkand
Blagowestchensk	Kiachta	Shanghai
Bodaibo	Kirin	Strotensk
Boukhara	Kobo	Tachkent
Birsk	Krasnoiarsk	Tchita
Chefoo	Kwantchendze	Thougoutchak
Dalny	Moscow	Tielin
Hailar	Moukden	Tientsin
Hakhodate	Nagasaki	Tsitsikar
Hankow	Newchwang	Verchneoudinsk
Harbin	Nicolajeffsk	Verniy
Hongkong	Ouliasitai	Vladivostock
Irkoutsk	Ourga	Yokohama
Kalgan	Paris	Zeiskaia Pristan
Kashgar	Peking	

BANKERS.

LONDON—Glyn, Mills, Currie & Co.
PARIS—Comptoir National d'Escompte de Paris. Banque de Paris et des Pays Bas.
BERLIN—Mendelsohn & Co.
HAMBURG—M. M. Warburg & Co.
VIENNA—K. K. Priv. Oesterr. Credit Anstalt für Handel Gewerbe.
AMSTERDAM—Lippmann, Rosenthal & Co.

Local Bills discounted.
Special facilities for Russian exchange.
Foreign exchange on the principal cities of the world bought and sold.

HONGKONG BRANCH

(TEMPORARY OFFICES WHILE NEW OFFICES IN PRINCES' BUILDINGS ARE BEING BUILT),

VICTORIA HOTEL BUILDINGS,
Ice House Street.

Hongkong, 14th July, 1903. [106

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000
RESERVE FUND.....£725,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances.
On Fixed Deposits for 12 months 4 per cent.
" " " 6 " 3½ "
" " " 3 " 2½ "

T. P. COCHRANE,
Acting Manager.

Hongkong, 18th May, 1903. [1

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED 1,125,000
PAID-UP 562,500
RESERVE FUND..... 60,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance
ON FIXED DEPOSITS:—
For 12 months.....4 %
" 6 " 3½%
" 3 " 3%

EVAN ORMISTON,
Acting Manager.

Hongkong, 23rd May 1903 [22

THE BANK OF TAIWAN (FORMOSA), LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORISED CAPITAL .....Yen 5,000,000
PAID-UP CAPITAL ..... " 2,500,000

HEAD OFFICE: TAIPEH, FORMOSA.
HONGKONG OFFICE: 4, QUEEN'S ROAD (facing Duddell Street).
BRANCHES:—AMOY. KOBE. TAINAN.

HONGKONG—INTEREST ALLOWED.

On current account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5% per Annum
" " " 6 " 4% " "
" " " 3 " 3% " "

S. SHIGENAGA Manager.

Hongkong, 2nd February, 1903. 132

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in,	Gold $4,000,000	£820,000
Surplus (Reserve)	Gold $4,000,000	£820,000
Total	Gold $8,000,000	£1,640,000
Capital & Surplus authorised,	Gold $10,000,000	=£2,055,000.

LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issues Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposit as follows:

For 12 months, 4½% per annum.
" 6 " 4 % " "
" 3 " 3 % " "

HONGKONG BRANCH
20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT.
Manager.

Hongkong, 23rd May, 1903. [295

OUR PARIS LETTER.

Paris, 25th September.

France is very anxious to see the Balkan question settled, and is prepared to offer suggestions towards that end, without compromising herself. The fact that both Bulgaria and Turkey are preparing for war shows that Austria and Russia have not been as successful in their negotiations of peace as expected. Beyond protecting the lives of her own subjects, France will not interfere; she is keenly watching the development of events, and will act in conjunction with other Powers when the time comes. Not much importance is attached to the coming meeting in Vienna between the Tsar and the Emperor Francis Joseph, so far as averting a conflict between Bulgaria and Turkey is concerned, though a great deal may be done otherwise, such as the attempt to secure the co-operation of Germany in an occupation of European Turkey should Bulgaria, or even Servia, force on a war However peaceful the Sultan may be, matters are too critical actually for the present crisis to pass over quietly; the recent overtures made by the Sultan to the Bulgarian Government are not likely to solve the difficulty Germany, who is at the back of Turkey, has to be reckoned with; Bulgaria stands alone, and is left to do the best she can, despite her appeals and protests. The situation in Macedonia just now recalls events in Crete nearly eight years ago, but that it is far more difficult to find a solution for the difficulties in Macedonia than those of Crete; even an European congress, as favoured by France, would be useless unless having an army at its back. Russia cannot exactly do as she likes, for she has to take into serious consideration the attitude of her many rivals, and the steps which they are likely to take in the event of war. Bulgaria and Turkey are likely to adjourn their quarrel till spring.

There has really been no harvest this year in France, wheat-fields and vineyards have both suffered fearfully from the weather; the persistent cold and rain experienced everywhere have left their mark, and the greater part of agricultural France has been victimised. Normandy is admitted to have suffered most, according to reports and statistics of the Ministry of Agriculture; the crop of apples is worthless, while corn is far below the average. In the centre and south of France the loss is somewhat less than in the north, but grain is very poor and light. Vineyards have been totally wrecked in many places; vines have indeed been so injured by rain and storms, that the crop is but ten per cent. in some districts as compared with that gathered twelve months ago. Mildew, brown rot, and oidium have spread widely, and have attacked even vines most carefully treated with sulphur, as well as others. Vine-growers allude to the vintage of 1903 as one of the worst on record, and this is indeed no exaggeration.

It is no longer a secret that the French Government is seriously contemplating the sending of an expedition to Morocco as the only way of settling the Morocco question; international agreement has proved a failure. The strengthening of garrisons by France in Algeria, and the moving of additional battalions of infantry and squadrons of cavalry nearer the frontier of Morocco, may only be precautionary measures, as the French declare, but for all that, are not without significance, and indicate readiness of action. France has no intention of declaring war against Morocco, though she wishes once and for all to put a stop to incursions into Algeria, which of late have become more and more frequent, and as daring. England had enough to do in the Soudan, and France is not anxious to go through what she did in Africa. Insurrection is ever a possible danger for France in North Africa, and this she must ever be ready to suppress from the earliest stage.

London is bad enough, but Paris is rapidly getting a worse city for drink. The Government frankly admits that the drink question in France continues to grow more acute. Sane Frenchmen declare that the condition of their own country in this respect is more deplorable than any other European country. Anglophobists can no longer jeer at England, and draw attention to the London gutters, which, according to their idea, are always full of gin-sodden men and women of the shopkeeping classes. A medical man who is about to write a series of articles on the important and painful subject, states that during the last few years France has become the most alcoholic as well as the most tuberculous of all the great races. Appeals are being constantly made by leading patriots to those French people that live on drink, as it were, to imitate Great Britain, the United States, Sweden, and Norway, and become as temperate. These nations, by their persistent efforts, have succeeded in putting down the drink evil. France, on the contrary, does nothing; every facility is accorded in France to those that deal in the sale of spirits. The consumption of alcohol has increased by 260 per cent. during the past forty years in France, as compared with only 10 per cent. in England. France is no longer the most sober of European nations; she actually consumes more than twice as much alcohol per head as England does. Alarming as this state of things is, there is very little if any sign on the part of good Frenchmen to aid in the work of reform.

The members of the French commercial world dislike hearing or reading about German trade expansion; unpleasant as the subject is for them, they are forced to swallow the bitter pill, and acknowledge its progressive reality. What is most surprising to French business men is, that Germany's rapid progress in external markets continues despite financial and other serious hindrances. Figures speak for themselves; during the six months ending in June last, the value of German exports increased by nearly 10 millions sterling, while imports reached an even larger extent. French trade is nothing as compared to this; even the commerce of England, though much more satisfactory than that of France, shows nothing like Germany's rate of growth. German progress is not only limited to commercial affairs; the increase of Germany's navy must also be taken into good account. This is an item which France views as equally serious, not to say threatening. German ships leave nothing to be desired either in point of construction or speed; France cannot indulge in such a proud boast. What is best to be done in order to become Germany's equal? France prefers other nations that are superior to her to answer that question and to lead the way.

Few rivers afford such a variety of "fish" to amateur anglers as does the Seine. Last year (1902) there were found 16,509 dogs, 1,355 cats, 1,630 rats, 741 turkeys, 3 pigeons, 377 canaries, 150 other birds of various description, 1,712 hares, 21 rabbits, 5 sheep, 1 parrot, 1 serpent (not the sea one), some 50,000 lbs. of meat, and 1,300 lbs. of fish. The miraculous draught of fishes was nowhere in it. No wonder Parisian anglers described the season as being a good one! If more "wonders of the deep" are brought up, the municipality might think it worth while opening a museum, wherein to lodge such relics. Citizens no longer have any faith in the purity of the Seine water. How can they?

It may not be generally known that whenever President Loubet goes out shooting, the "bag" is divided into three sections, the first and choicest birds, hares, or rabbits going to the members of the extreme left in the Senate and the Chamber, the Government's chief supports. The second section goes to private friends of the President's guests and the rest is distributed among hospitals. M. Loubet's own share is not even mentioned; he has to pay for his own game.

The Municipal Council is engaged since some time on improvements. Since the recent disaster on the Paris Underground Railways, the municipality has been endeavouring to discover means to prevent the re-occurrence of such a holocaust, and to afford greater facilities to those whose duty it is to save life. Special fire or smoke helmets for irrespirable atmospheres will shortly be distributed by way of experiment to a few firemen in this city. When a helmet of this kind was sent to the Council for approval some months ago, the municipality expressed itself so satisfied with it that it voted a sum of 3,000 francs for the manufacture and experimental use of a number of such helmets or *cusques*. A few of these are to be immediately sent to various principal stations. The helmet in question consists of a glazed circular headpiece surmounted by a small chamber containing an air-pump, and a vizor to protect the face. With the air-pump are connected two tubes, one for inspiration, and the other for expiration, and merging in an india-rubber pipe connected with an air compressor near the spot to be explored. Three men are necessary, one to penetrate into the choke-area, the other to hold a safety lamp, while the third works the air-compressor. The helmet is considered as very practical, and likely to become general.

M. Jacques Lebaudy reports progress from his "Saharan Empire"; his project, since the details of same have become publicly known, is serious. The practical idea of the young sugar king is to convert the sandy and uncultivated territories on the coast of the Sahara desert into an up-to-date flourishing French Colony; a veritable maritime city with deep water port accessible to vessels of deep draught; houses, hotels, theatres are also to be built in due time. It is to be hoped that the troublesome natives will not interfere in the work of civilisation, and that M. Jacques Lebaudy, who is spending his millions in so profitable a manner, may live long to enjoy the fruits of his labour.

General Avon, like Lord Roberts, has the interest of his men and soldiers in general at heart. Dwelling upon the miseries of militarism in France, he draws attention to the fact that there are some 20,000 young men, actually in Paris, whose term of military service has expired, and who are without employment. Ten thousand of these ex-soldiers may be better off than the rest, and can afford to wait until something turns up. The General urges employers to do their level best for the thousands unable to find work, and to come at once to the assistance of the homeless. This sad spectacle is repeated annually, and very little is done to amend the situation of those that have served their country.

The Peace Conference now being held at Rouen cannot be congratulated on the following foolish resolution, namely, that defensive treaties containing an obligation of assistance from one Power to another in case of aggression could not be considered legitimate unless there was a proviso that each contracting party should try to bring about arbitration. A strange way for sentimentalists to further the object they cherish so much!

During the last fifty years, the average wages of men in France have doubled, while those of women have more than doubled. The chief rises in wages took place between 1891 and 1893, when France's new economic *régime* was in full force. Such is the admirable contribution made by M. Méline to the fiscal question.

The French may be excused for not being able to understand the present political puzzle in England; they do not profess to understand politics at home, in consequence of their confusion. English politics up to now were followed because clearer, but since the Cabinet crisis, when Englishmen even cannot make anything out of the muddle, Parisians have given up both in despair.

SHIPPING.

ARRIVALS.

Oct. 27. KASSU, British str., 1,142, Baddely, Chinkiang and Wuhu 23rd Oct., General.—BUTTERFIELD & SWIRE.

Oct. 28. HIPSANG, British str., from Canton.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.

28th October.

Cheangchew, British str., for Amoy.
Hailan, French str., for Pakhoi.
Hailan, British str., for Swatow.
Hoihao, French str., for Hoihow.
Pakling, British str., for Singapore.

DEPARTURES.

28th October.

CHOYSANG, British str., for Canton.
DAPHNE, German str., for Amoy.
EMPIRE, British str., for Shanghai.
HAIMUN, British str., for Amoy.
HANGSANG, British str., for Shanghai.
HONGWAN I, British str., for Amoy.
HOPSANG, British str., for Hongay.
INDRAVELLI, British str., for Portland.
KUMSANG, British str., for Calcutta.
MEEFOO, Chinese str., for Canton.
NANSHAN, British str., for Swatow.
NANYANG, German str., for Saigon.
QUARTA, German str., for Mauritius.
TILABRAND, Norwegian str., for Moji.

VESSELS IN DOCK.

28th October.

ABERDEEN DOCKS.—

KOWLOON DOCKS.—*Lillebonne*, U.S.A.T. *Wright, Hercules, Tarlac, Thales, Chutsang, Dr. H. J. Rider, Paul Revere, Athenian.*

COSMOPOLITAN DOCK.—*Tsinan, Teucer.*

VESSELS ON THE BERTH

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"SUEVIA,"

Captain Borck, will be despatched for the above ports TO-MORROW, the 30th inst., at NOON.

For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 21st October, 1903. [2942

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above TO-MORROW, the 30th inst., at 4 P.M.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 26th October, 1903. [2976

FOR MANILA.

THE Steamship

"TEUCER,"

Captain P. R. Silverlock, will be despatched for the above port on or about FRIDAY, the 30th instant.

Good Accommodation for Cabin Passengers at reduced rates.

For Freight and Passage, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 27th October, 1903. [2938

REGULAR STEAMSHIP SERVICE TO NEW YORK,
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.	About
"KURDISTAN"	31st Oct.
"RICHMOND CASTLE"	10th Nov.
"ORONO"	19th Nov.
"ORO"	1st Dec.
"LOWTHER CASTLE"	12th Dec.
"SIKH"	22nd Dec.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 27th October, 1903. [1125

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD.
HAMBURG-AMERIKA LINIE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG,"

OF THE HAMBURG-AMERIKA LINIE.

Captain E. Bu m ister, due here with the outward German Mail about THURSDAY, at 6 A.M., will leave for the above places about 2/24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 26th October, 1903. [5

FOR CHEMULPO, DALNY AND PORT ARTHUR.
(Calling at SHANGHAI.)

THE Steamship

"PRONTO,"

Captain Grandt, will be despatched for the above ports on SUNDAY, the 1st November, at DAYLIGHT.

For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 21st October, 1903. [2947

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.: from Macao week days about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class (including cabin and servant), $3. Return Ticket $5.

2nd Class $1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket $2. Return Ticket $3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel $5. On Sundays $5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 3½ hours to reach Macao.

MING ON & CO.,
2nd Floor, 16, Victoria Street.

Hongkong, 8th September, 1903. [2112

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAMES	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	JAVA	Brit. str.	S. Barcham	P. & O. S. N. Co.	About 30th inst.
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	G. Philipps	P. & O. S. N. Co.	7th Nov., at Noon.
LONDON & ANTWERP	TANTALUS	Brit. str.		BUTTERFIELD & SWIRE	10th Nov.
LONDON & ANTWERP	POLYPHEMUS	Brit. str.		BUTTERFIELD & SWIRE	24th Nov.
LIVERPOOL	ACHILLES	Brit. str.		BUTTERFIELD & SWIRE	15th Dec.
ANTWERP & HAMBURG	CANADIA	Ger. str.	Wagner	HAMBURG-AMERIKA LINIE	14th Nov.
MARSEILLES, LONDON &c., v. S'PORE, &c.	WAKASA MARU	Jap. str.	J. B. MacMillan	NIPPON YUSEN KAISHA	31st inst., Daylight.
MARSEILLES, &c., VIA PORTS OF CALL	YARRA	Fren. str	Sellier	MESSAGERIES MARITIMES	3rd Nov., at 1 P.M.
MARSEILLES & LIVERPOOL	NINGCHOW	Brit. str.		BUTTERFIELD & SWIRE	15th Nov.
MARSEILLES, LONDON & ANTWERP	HYSON	Brit. str.		BUTTERFIELD & SWIRE	8th Dec.
MARSEILLES, LONDON & ANTWERP	PROMETHEUS	Brit. str.		BUTTERFIELD & SWIRE	22nd Dec.
MARSEILLES, LONDON & ANTWERP	DARDANUS	Brit. str.		BUTTERFIELD & SWIRE	5th Jan.
BREMEN, VIA PORTS OF CALL	PREUSSEN	Ger. str.		MELCHERS & Co.	11th Nov., at Noon.
HAVRE & HAMBURG	SAXONIA	Ger. str.	Brehmer	HAMBURG-AMERIKA LINIE	3rd November.
HAVRE, BREMEN & HAMBURG	MARBURG	Ger. str.	Stern	HAMBURG-AMERIKA LINIE	21st November.
HAVRE & HAMBURG	SUEVIA	Ger. str.	Borck	HAMBURG-AMERIKA LINIE	1st December.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	Forst	HAMBURG-AMERIKA LINIE	15th Dec.
HAVRE & HAMBURG	NURNBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	29th Dec.
HAVRE & HAMBURG	AMBRIA	Ger. str.	Duckstein	HAMBURG-AMERIKA LINIE	5th Jan.
TRIESTE, &c. VIA SINGAPORE, &c.	NIPPON	Aus. str.	Klausberger	SANDER, WIELER & Co.	20th Nov., P.M.
NEW YORK, VIA PORTS & SUEZ CANAL	KURDISTAN	Brit. str.		DODWELL & Co., LD.	About 31st inst.
NEW YORK, VIA SUEZ CANAL	SENECA	Brit. str.	C. R. Beynon	STANDARD OIL CO.	About 5th Nov.
NEW YORK, VIA SUEZ CANAL	HERMISTON	Rus. str.	W. T. Bain	SHEWAN, TOMES & CO.	About 18th Nov.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.		CANADIAN PACIFIC R. C.	4th November.
VANCOUVER, VIA SHANGHAI, &c.	E. OF INDIA	Brit. str.		CANADIAN PACIFIC R. C.	18th November.
VICTORIA (B.C.) & SEATTLE VIA N'SAKI, &c.	OANFA	Brit. str.		BUTTERFIELD & SWIRE	2nd November.
VICTORIA (B.C.) & SEATTLE VIA S'HAI, &c.	IYO MARU	Jap. str.	C. H. Butler	NIPPON YUSEN KAISHA	2nd Nov., at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & Co., LIMITED	14th Nov.
PORTLAND, OREGON	INDRAPURA	Brit. str.	Hollingsworth	PORTLAND & ASIATIC C.	14th Nov.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	P. T. Helms	GIBB, LIVINGSTON & Co.	18th Nov., at Noon.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	W. Hunter	NIPPON YUSEN KAISHA	6th Nov., at 4 P.M.
YOKOHAMA & KOBE	SUEVIA	Ger. str.	Borck	HAMBURG-AMERIKA LINIE	To-morrow, Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	FORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 31st inst.
MOJI, KOBE, Y'HAMA, &c., & SAN FRANCISCO	CHINGWO	Brit. str.	Parkinson	CHINA COM. S.S. Co.	4th Nov., at Noon.
KOBE	TSINAN	Brit. str.		BUTTERFIELD & SWIRE	2nd Nov.
KOBE & YOKOHAMA	BOMBAY MARU	Jap. str.	T. Murai	NIPPON YUSEN KAISHA	To-morrow, D'light.
KOBE & YOKOHAMA	BINGO MARU	Jap. str.	F. Davis	NIPPON YUSEN KAISHA	6th Nov., D'light.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	E. W. Haswell	NIPPON YUSEN KAISHA	4th Nov., at Noon.
CHEMULPO, DALNY & PORT ARTHUR	PRONTO	Ger. str	Grandt	HAMBURG-AMERIKA LINIE	1st Nov., Daylight.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	HAMBURG	Ger. str.	E. Burmeister	MELCHERS & Co.	Quick despatch.
SHANGHAI	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	About 6th Nov.
TAMSUI, VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	T. Ogata	OSAKA SHOSEN KAISHA	31st inst.
FOOCHOW DIRECT	ANPING MARU	Jap. str.	I. Goto	OSAKA SHOSEN KAISHA	1st Nov.
ANPING, VIA SWATOW & AMOY	MAIDZURU M.	Jap. str.	K. Akashi	OSAKA SHOSEN KAISHA	3rd Nov.
AMOY & MANILA	KAIFONG	Brit. str.		BUTTERFIELD & SWIRE	31st inst.
SWATOW & SHANGHAI	WOOSUNG	Brit. str.		BUTTERFIELD & SWIRE	To-morrow.
MANILA	TEUCER	Brit. str.	P. R. Silverlock	DODWELL & Co., LD.	About 30th inst.
MANILA	LOONGSANG	Brit. str.	Weigall	JARDINE, MATHESON & Co.	To-morrow, 4 P.M.
MANILA DIRECT	RUDI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	31st inst., 10 A.M.
MANILA	ROHILLA MARU	Jap. str.	E. P. Bishop	TOYO KISEN KAISHA	31st inst., 10 A.M.
MANILA DIRECT	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	7th Nov., 10 A.M.
MANILA	SUNGKIANG	Brit. str.		BUTTERFIELD & SWIRE	11th Nov.
MANILA	TREMONT	Brit. str.	T. W. Garlick	DODWELL & Co., LD.	About 28th Nov.
ILOILO	WUCHANG	Brit. str.		BUTTERFIELD & SWIRE	31st inst.
BOMBAY, VIA SINGAPORE & COLOMBO	KINSHIU MARU	Jap. str.	T. Harrison	NIPPON YUSEN KAISHA	31st inst., at 4 P.M.
BOMBAY, VIA SINGAPORE & COLOMBO	KAGOSHIMA M.	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	3rd Nov., at Noon.
SINGAPORE, PENANG & CALCUTTA	C. APCAR	Brit. str.	A. Stewart	DAVID SASSOON & Co., LD.	3rd Nov., at 3 P.M.
RANGOON, VIA AMOY & SWATOW	JELUNGA	Brit. str.	Windebank	JARDINE, MATHESON & Co.	31st inst., at 4 P.M.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd November, 1903, at 1 P.M., the Company's Steamship "YARRA," Captain Sellier, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES *via* Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on Monday, the 2nd November. Specie and Parcels received until 4 P.M. on the same day. No cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 22nd October, 1903. [2

STEAMSHIP SERVICE TO NEW YORK
VIA SUEZ CANAL.
(With liberty to call at Philippine Ports.)

THE Steamship

"SENECA,"

Captain C. R. Beynon, will be despatched on or about THURSDAY, the 5th November.

For Freight and further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.

Hongkong, 14th October, 1903. [2882

THE PENINSULAR AND ORIENTA STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BENGAL,"

Captain G. Philipps, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 7TH NOVEMBER, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed *via* Bombay.

Parcels will be received at this Office until ½ P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 28th October, 1903. [1

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—

BRILLIANT, British 4-m. bark, Geo. Cowlishaw.—Standard Oil Co.

HELENA WYMAN, Amr. barque, D. A. Vanhon—Captain.

NOAN KE, American ship, J. A. Amsbury.—Arnhold, Karberg & Co

ROSE, British barque, Pow.—Siemssen & Co.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 4th Nov. 1903
R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 18th Nov.
R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 16th Dec.
R.M.S. "EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY, 13th Jan. 1904
R.M.S. "ATHENIAN"	3,852 Tons	WEDNESDAY, 27th Jan.
R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 10th Feb.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 24th Feb.
R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 9th Mar.
R.M.S. "EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY, 30th Mar.
R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 20th April
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th April.
R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 11th May.

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World' Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Dodd Street.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	JAVA / S. Barcham	About 30th October	Freight and Passage.
YOKOHAMA, VIA SHANGHAI, MOJI and KOBE (Passing through the Inland Sea)	FORMOSA / B. H. W. Snow	About 31st October	Freight and Passage.
SHANGHAI	CHUSAN / W. B. Palmer, R.N.R.	About 6th November	Freight and Passage.
LONDON, &c.	BENGAL / G. Philipps	Noon, 7th November	*See Special Advertisement.*

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 28th October, 1903. [1

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 31st Oct., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 7th Nov., 10 A.M.
PERLA	1980	J. McGinty		

For Freight, or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 26th October, 1903. [17

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG *via* INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"INDRAPURA"	4,899	A. E. Hollingsworth	November 14, 1903
"INDRASAMHA"	5,197	W. E. Craven	December 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 16th September, 1903. [14

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	SAILING DATES.
PREUSSEN	WEDNESDAY ... 11th November
* HAMBURG	WEDNESDAY ... 25th November
PRINZ HEINRICH	WEDNESDAY ... 9th December
KONIG ALBERT	WEDNESDAY ... 23rd December
	1904
* KIAUTSCHOU	WEDNESDAY ... 6th January
SACHSEN	WEDNESDAY ... 20th January
BAYERN	WEDNESDAY ... 3rd February
GERA	WEDNESDAY ... 17th February
SEYDLITZ	WEDNESDAY ... 2nd March
PREUSSEN	WEDNESDAY ... 16th March
ROON	WEDNESDAY ... 30th March
* HAMBURG	WEDNESDAY ... 13th April
PRINZ HEINRICH	WEDNESDAY ... 27th April

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 11th day of NOVEMBER, 1903, at NOON, the Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD, Captain , with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 9th November, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 10th November, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 10th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 15th October, 1903. [5

OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, VIA SWATOW AND AMOY	"DAIJIN MARU" T. OGATA	SATURDAY, 31st October.
TAMSUI, VIA SWATOW AND AMOY	"DAIGI MARU" T. W. GROVES	WEDNESDAY, 4th November.
FOOCHOW DIRECT	"ANPING MARU" I. GOTO.	SUNDAY, 1st November.
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU" K. AKASHI	TUESDAY, 3rd November.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtsze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vœux Road Central.

Hongkong, 29th October, 1903. T. ARIMA, Manager [15

TOYO KISEN KAISHA

MANILA LINE.

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
"ROHILLA MARU"	E. P. Bishop	3869	Saturday, 31st October, at 10 A.M.
"ROSETTA MARU"	N. Tate	3876	Thursday, 5th November, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 26th October, 1903. [478

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BOMBAY MARU, T. Murai	KOBE and YOKOHAMA	FRIDAY, 30th Oct., at DAYLIGHT.
WAKASA MARU, J. B. MacMillan	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 31st Oct., at DAYLIGHT.
KINSHIU MARU, T Harrison	BOMBAY, VIA SINGAPORE and COLOMBO	SATURDAY, 31st Oct., at 4 P.M.
IYO MARU, C. H. Butler	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Nov., at 4 P.M.
KAGOSHIMA MARU, K. Kori	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 3rd Nov., at NOON.
KUMANO MARU, E. W. Haswell	NAGASAKI, KOBE & YOKOHAMA	WEDNESDAY, 4th Nov., at NOON.
BINGO MARU, F. Davis	KOBE and YOKOHAMA	FRIDAY, 6th Nov., at DAYLIGHT.
KASUGA MARU, W. Hunter	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 6th Nov., at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings First Floor, Chater Road.

Apply to—

T. S. TAKAYANAGI, Acting Manager. [9

OCEAN STEAM SHIP CO., LD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"OANFA"	On 31st October.
GLASGOW and LIVERPOOL...	"ULYSSES"	On 7th November.
GLASGOW and LIVERPOOL...	"ACHILLES"	On 14th November.
GLASGOW and LIVERPOOL...	"PROMETHEUS"	On 21st November.
GLASGOW and LIVERPOOL...	"PELEUS"	On 28th November.
GLASGOW and LIVERPOOL...	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL...	"YANGTSZE"	On 12th December.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"TANTALUS"	On 10th November.
* MARSEILLES & LIVERPOOL	"NINGCHOW"	On 15th November.
LONDON and ANTWERP	"POLYPHEMUS"	On 24th November.
MARSEILLES, LONDON and ANTWERP	"HYSON"	On 8th December.
* LIVERPOOL	"ACHILLES"	On 15th December.
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd December.
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 5th January.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"OANFA"	On 2nd November.
	"PELEUS"	On 30th November.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th October, 1903. [10-12

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL.
SWATOW and SHANGHAI	† "WOOSUNG"	On 30th October.
AMOY and MANILA	* "KAIFONG"	On 31st October.
ILOILO	* "WUCHANG"	On 31st October.
KOBE	* "TSINAN"	On 2nd November.
MANILA	* "SUNGKIANG"	On 11th November.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtsze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th October, 1903. [11

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES	
SAXONIA, Capt. Brehmer	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 3rd Nov.	Freight.
CANADIA, Capt. Wagner	ANTWERP and HAMBURG (Calling at Singapore and Colombo)	On 14th Nov.	Freight.
MARBURG, Capt. Stern	HAVRE, BREMEN and HAMBURG (Calling at Singapore and Colombo)	On 21st Nov.	Freight.
SUEVIA, Capt. Borck	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 1st Dec.	Freight.
ARAGONIA, Capt. Forst	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 15th Dec.	Freight.
NURNBERG, Capt. Jaburg	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 29th Dec.	Freight.
AMBRIA, Capt. Duckstein	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 5th Jan.	Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

[31

NORTHERN PACIFIC LINE.
NORTHERN PACIFIC S. Co. BOSTON S. Co.
BOSTON TOWBOAT Co.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	W. M. Smith	Saturday, November 14th
* OLYMPIA	2,837	A. Dixon	Wed'sday, November 25th
* TACOMA	2,812	M. Ridley	Tuesday, December 15th
* VICTORIA	3,502	J. Truebridge	Saturday, December 19th
TREMONT	9,606	T. W. Garlick	Thursday, December 24th
† LYCIA	4,417	G. V. Williams	Thursday, January 21st

* Have no second class accommodation. † Cargo only.

FOR MANILA.
The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT	9,606 tons.	T. W. Garlick	About 28th November.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.

Hongkong, 19th October, 1903. [7

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.
司公限有船輪華中

FOR MOJI, KOBE, YOKOHAMA, MANZANILLO, MEXICO, AND SAN FRANCISCO.

THE Steamship

"CHINGWO,"

Captain Parkinson, will be despatched for the above ports on WEDNESDAY, the 4th November, at NOON.

For Freight, apply at Company's Offices, No. 20, Des Voeux Road.

J. S. VAN BUREN,
Superintendent.

Hongkong, 10th October, 1903. [2843

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at PORT DARWIN and QUEENSLAND PORTS and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"

Captain P. T. Helms, will be despatched for the above ports on WEDNESDAY, the 18th November, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 22nd October, 1903. [2954

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Steamship

"HERMISTON," Captain W. T. Bain,

will be despatched on or about WEDNESDAY, the 18th NOVEMBER.

For Freight, &c., apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd October, 1903. [2955

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZILS; to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"NIPPON,"

Captain Klausberger, will be despatched as above on FRIDAY, the 20th November, P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO.,
Agents,
Princes' Buildings.

Hongkong, 26th October, 1903. [3

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.
REDUCED SALOON PASSAGE MONEY,
SINGLE, $20.; RETURN, $35.
STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th July, 1903. [1964

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1903.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, $3 each way. Meals, $1 each.

Cargo Freight very moderate.

J. TREVOUX & CO.,
No. 128, Connaught Road Central.

Hongkong, 30th June, 1903. [17

MARTIN'S APIOL & STEEL PILLS
For Ladies.
A French Remedy for all Irregularities. Thousands of Ladies keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the System a timely dose may be administered. Those who use them recommend them, hence their enormous sale. At all Chemists and Stores, or post free 6s. MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

QUAN WAH & CO.,
GRANITE MERCHANT CONTRACTORS,
Dealers in
MARBLE and GRANITE MONUMENTS.
No. 1, QUEEN'S ROAD EAST.
Estimates, Designs & Prices on Application
All descriptions of Granite for Export.

Hongkong, 17th October, 1899 204

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From London, &c., ex s.s. *Australia*.
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY, the 22nd inst.

Goods not cleared by the 29th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 22nd October, 1903. [1

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

S.S. "CHINGWO."
FROM SAN FRANCISCO, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by me in any case whatever.

J. S. VAN BUREN,
Superintendent.

Hongkong, 26th October, 1903. [2979

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ANTENOR"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 22nd instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 28th inst.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th prox. or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th October, 1903. [10-12

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 29th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD.,
Agents

Hongkong, 26th October, 1903. [2987

BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

THE BREWERY LARGEST IN THE WORLD. LEADS IN OUTPUT AND QUALITY

This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilised after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.

Hongkong, 25th July, 1903. [211

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.

SIEMSSEN & CO.

Hongkong, 3rd October, 1900.

PUBLIC COMPANIES

HUMPHREY'S ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of HUMPHREY'S ESTATE AND FINANCE COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 31ST day of OCTOBER, 1903, at NOON, when the Subjoined Resolutions will be proposed, viz.:—

1. "That the Capital of the Company be increased from $1,000,000 (divided into 100,000 shares of $10 each) to $1,500,000 (divided into 150,000 shares of $10 each) by the creation of 50,000 new shares of $10 each to be offered and if accepted to be allotted to the present shareholders of the Company at par in the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine."

2. "That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:—

"'The remuneration of the General Managers shall be $4,000 per annum (which shall cover office rent but not salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company.'"

Should the above Resolutions be duly passed they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this 24th day of July, 1903.

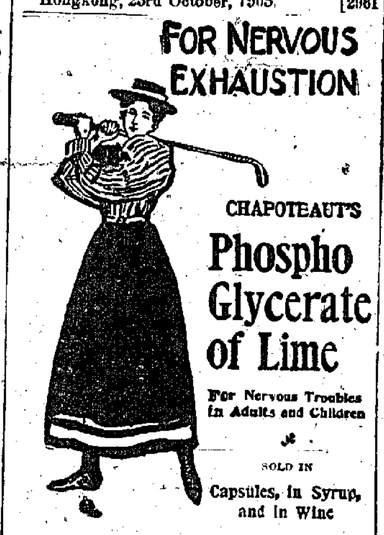
JOHN D. HUMPHREYS & SON,
General Managers. [2205

HUMPHREYS' ESTATE AND FINANCE COMPANY LIMITED.

THE SHARE CERTIFICATE No. 4,935 for Fifty shares, numbered 61,851—61,900 inclusive, standing in the register in the name of Capt. DONALD FIDDES TULLOCH, R.A., of Hongkong, having been lost, NOTICE IS HEREBY GIVEN, that unless the said Certificate be produced at the offices of the Company, 38 and 40 Queen's Road Central, Victoria, Hongkong, before 25th November, 1903, a new certificate for the said shares will be issued and the old certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 23rd October, 1903. [2961



RUINART PERE & FILS, REIMS.

Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER, & CO.,
Sole Agents.

Hongkong, 18th May, 1903.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD. have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 18th November, 1901. [65

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. O. De Brock, at Hongkong
Albion, battleship, 12,950 tons, 16 guns, Capt. Thomas H. M. Jerram, Japan
Algerine, sloop, 1,050 tons 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Japan
Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O. Hongkong
Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. G. Stopford, at Hongkong
Bramble gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. C. O. M. Makins, Shanghai
Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. Thos. D. Pratt, Shanghai
Cressy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, Japan
Eclipse, cruiser, 5,600 tons, 11 guns, Captain Stokes, Japan
Espiegle, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, at Weihaiwei
Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., in reserve
Fearless, cruiser, 443 tons 12 guns, Capt. Vaughan Lewes, Singapore
Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, Hongkong
Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. H. L. Wells, Hongkong
Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. A. B. Barker, at Hongkong
Humber, storeship, 1,640 tons, Comdr. John D. Daintree, Hongkong
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lieut.-Comdr. Cyril Asser, Hongkong
Kinsha, river gunboat, 331 tons, Lieut.-Comdr. G. B. Powell, on Yangtsze
Leviathan, cruiser, 14,100 tons, Capt. Hon. W. G. Stopford, Japan
Moorhen, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. G. G. Webster, West River
Mutine, sloop, 980 tons, 10 guns, Comdr. C. W. M. Plenderleath, Weihaiwei
Ocean, battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Captain R. F. O. Foote, C.M.G., Japan
Otter, torpedo-boat destroyer, 350 tons, Lieut.-Comdr. G. C. Codrington, Hongkong
Phœnix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Yangtsze
Rambler, surveying-ship, 583 tons, Capt. Morris H. Smyth, Shanghai
Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. St. Aubyn Wake, Yangtsze
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. C. W. J. Howard, West River
Rosario, sloop, 980 tons, 6 guns, 11,400 h.p., Comdr. Thos. Jackson Bangkok
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. L. W. Jones, West River
Sirius, 2nd class cruiser, 3,600 tons, Capt. C. H. H. Moore, Shanghai
Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Ernest W. G. Davidson, on Yangtsze
Sparrowhawk, torpedo-boat destroyer, 330 tons, in reserve
Taku, torpedo-boat destroyer, 250 tons, 6 guns, 5,900 h.p., in reserve
Talbot, cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Lewis Bayley, Shanghai
Tamar, receiving ship, 4,600 tons, 6 guns, Commodore Robinson, A.D.C., at Hongkong
Teal, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. E. F. R. Dugmore, on Yangtsze
Thetis, cruiser, 3,400 tons, Capt. J. C. A. Wilkinson, Shanghai
Tweed, gunboat, 362 tons, 3 guns, 200 h.p., on Yangtsze
Vengeance, battleship, 12,950 tons, 12 guns, 13,500 i.h.p., Capt. L. C. Stuart, C.M.G., Weihaiwei
Vestal, sloop, 980 tons, 10 guns, 1,400 h.p., Comdr. Stuart St. J. Farquhar Shanghai
Virago, torpedo-boat destroyer, 360 tons, in reserve
Waterwitch, surveying-ship, 620 tons, 450 i.h.p., Comdr. E. C. Hardy, Weihaiwei
Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., in reserve
Wivern, coast defence ship, armoured, 2,750 tons, 1,000 h.p., in reserve, at Hongkong
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Com. Hugh Somerville, Yangtsze
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Com. Wason, Yangtsze

THE PROVINCE OF SHANTUNG.
ITS TRADE, POPULATION AND FUTURE PROSPECTS.
BY M. O'S.
Reprinted from the "HONGKONG DAILY PRESS."
Price, 50 cents Cash, Messrs. Kelly & Walsh or *Daily Press* Office.
Hongkong, 31st January, 1900

PRINTING OF ALL KINDS at the *most moderate prices at*
THE "DAILY PRESS" OFFICE.
All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. *Estimates given*

A PERFECT BEVERAGE.

Preferred by Connoisseurs for its high quality and delicious natural flavor.

van Houten's Cocoa

Rich in nourishing and stimulating properties, it builds up and invigorates the system.

Best & Goes Farthest.

2417—9

POST OFFICE NOTICES.

XMAS AND NEW YEAR PARCELS (via Gibraltar).—Parcels for the *United Kingdom* posted before 3 p.m. on Friday, the 6th November, are due in London about the 12th December, and those posted before 3 p.m. on Friday, the 20th November, are due in London about the 26th December.

The following postage will be collected:—

For a Parcel not exceeding 3 lbs. in weight—50 cents
" " " " 7 lbs. " $1.00
" " " " 11 lbs. " $1.50

With an additional 50 cents, Parcels may be sent via Brindisi, and if posted before 3 p.m. on Friday, the 20th November are due in London about the 20th December, and those posted before 3 p.m. on Friday, the 4th December, are due in London about the 3rd January, 1904.

All Parcels containing Jewellery, or any article of Gold or Silver, must be Insured, and all Insured Parcels must be sealed. The seals must bear the impression of a private mark.

Senders of Parcels are requested to post them a few days in advance.

The *Hamburg*, with the German Mail of the 29th ult., left Singapore on Saturday, the 24th inst., and may be expected here to-day.

The *Doric*, with the American Mail of the 7th inst., left Yokohama on Tuesday, the 27th inst., at daylight, and may be expected here on or about Wednesday, the 4th prox.

MAILS WILL CLOSE.

FOR	PER	DATE	
Amoy	*Chengchow*	Thursday, 29th,	8.00 A.M.
Canton	*Hankow*	Thursday, 29th,	9.30 A.M.
Swatow, Amoy and Foochow	*Haitan*	Thursday, 29th,	11.00 A.M.
Macao	*Heungshan*	Thursday, 29th,	1.15 P.M.
Kobe	*Taro Maru*	Thursday, 29th,	4.30 P.M.
Kobe and Yokohama	*Bombay Maru*	Thursday, 29th,	5.00 P.M.
Hoihow and Haiphong	*Carl Diederichsen*	Thursday, 29th,	5.00 P.M.
Canton	*Powan*	Thursday, 29th,	5.00 P.M.
Namtao	*Tai Chun*	Thursday, 29th,	5.00 P.M.
Sanbue	*Hoi Fu*	Thursday, 29th,	5.00 P.M.
Macao	*Wingchai*	Thursday, 29th,	5.00 P.M.
Qwanchow Wan, Hoihow, Pakhoi & Haiphong	*Hue*	Friday, 30th,	9.00 A.M.
Swatow and Shanghai	*Woosung*	Friday, 30th,	9.00 A.M.
Canton	*Fatshan*	Friday, 30th,	9.30 A.M.
Haiphong	*Hanoi*	Friday, 30th,	11.00 A.M.
Bangkok	*Phranang*	Friday, 30th,	11.00 A.M.
Yokohama and Kobe	*Suevia*	Friday, 30th,	11.00 A.M.
Macao	*Heungshan*	Friday, 30th,	1.15 P.M.
Manila	*Loongsang*	Friday, 30th,	3.00 P.M.
Canton	*Kinshan*	Friday, 30th,	5.00 P.M.
Namtao	*Tai Chun*	Friday, 30th,	5.00 P.M.
Sanbue	*Hoi Fu*	Friday, 30th,	5.00 P.M.
Macao	*Wingchai*	Friday, 30th,	5.00 P.M.

TO-DAY.

Sale, Curios, &c., Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.

TO-MORROW.

Sale, Furniture, Rose Villas East, 14, Bonham Road, Messrs. Hughes & Hough, 11.30 a.m.

COMMERCIAL.

CLOSING QUOTATIONS.

28th October.

ON LONDON.—	
Telegraphic Transfer	1/10⅛
Bank Bills, on demand	1/10 3/16
Bank Bills, at 30 days' sight	1/10⅛
Bank Bills, at 4 months' sight	1/10 7/16
Credits, at 4 months' sight	1/10 9/16
Documentary Bills, 4 months' sight	1/10 7/16
ON PARIS.—	
Bank Bills, on demand	232
Credits, at 4 months' sight	235½
ON GERMANY.—	
On demand	188¼
ON NEW YORK.—	
Bank Bills, on demand	45
Credits, 60 days' sight	45¾
ON BOMBAY.—	
Telegraphic Transfer	138
Bank, on demand	138¼
ON CALCUTTA.—	
Telegraphic Transfer	138
Bank, on demand	138¼
ON SHANGHAI.—	
Bank, at sight	71¼
Private, 30 days' sight	72¼
ON YOKOHAMA.—On demand	89¾
ON SAIGON.—On demand	Nominal.
ON SINGAPORE.—On demand	Nominal.
ON BATAVIA.—On demand	111½
ON HAIPHONG.—On demand	1½ p.c. pm.
ON SAIGON.—On demand	1 p.c. pm.
ON BANGKOK.—On demand	61
SOVEREIGNS, Bank's Buying Rate	$10.90
GOLD LEAF, 100 fine, per tael	$57.25
BAR SILVER, per oz.	27⅛

OPIUM.

28th October.

Quotations are:—	Allowance net. to 1 catty.		
Malwa New	$990	to —	per picul
Malwa Old	$950	to —	"
Malwa Older	$1010	to —	"
Malwa V. Old	$1050	to —	"
Persian fine quality	$820	to —	"
Persian extra fine	$830	to —	"
Patna New	$1095	to —	per chest
Patna Old	—	to —	"
Benares New	$1092½	to —	"
Benares Old	—	to —	"

VESSELS EXPECTED.

THE GERMAN MAIL.

The Imperial German mail steamer *Hamburg* left Singapore on the 24th inst., at noon, and may be expected here to-day, at 6 a.m.

THE INDIAN MAIL.

The Indo-China steamer *Namsang*, from Calcutta and the Straits, left Singapore for this port on the 27th inst., at 4 p.m., and may be expected here on the 2nd prox.

THE AMERICAN MAILS.

The O. & O. steamer *Doric* leaves Yokohama for this port, *via* Inland Sea, &c., on the 27th inst., a.m.

The T.K.K. steamer *Nippon Maru* left San Francisco for this port *via* Honolulu, &c., on the 15th inst.

The P.M. steamer *Siberia* left San Francisco for this port, *via* Honolulu, &c., on the 23rd inst.

MERCHANT STEAMERS.

The T.K.K. steamer *Rohilla Maru* left Manila on the 27th inst., at 4 p.m., and is expected here to-day, at daylight.

The N.Y.K. steamer *Wakasa Maru* (European Line) left Shanghai for this port on the 26th inst., at 2 p.m., and is expected here to-day, a.m.

The P. & O. steamer *Formosa* left Singapore for this port on the 25th inst., at 8 a.m.

The N.Y.K. steamer *Kagoshima Maru* (Bombay Line) left Moji for this port on the 27th inst., and is expected here on the 1st prox.

The N.Y.K. steamer *Kasuga Maru* (Australian Line) left Kobe for this port *via* Nagasaki on the 27th inst., and is expected here on the 3rd prox.

The P. & A. steamer *Indrapura* arrived at Yokohama on the 24th inst., and may be expected here about the 5th prox.

The C.M. steamer *Ningchow* left Victoria (B.C.) on the 10th inst. for Hongkong *via* Japan ports.

The C.N. steamer *Changsha*, from Australian ports *via* Manila, left Sydney on the 17th inst., and is expected here on the 8th prox.

The N.P. steamer *Olympia* left Victoria (B.C.) for Yokohama and the usual ports on the 18th inst., and may be expected here on the 16th prox.

The Boston Steamship Co.'s steamer *Tremont* left Victoria for Yokohama and the usual ports on the 25th inst., and may be expected here on the 25th prox.

STEAMERS PASSED THE CANAL.

2nd Oct.—*Hyson, Sigismund.* 6th—*Formosa, Flintshire, Hamburg, Longships, Nestor, Oanfa, Keeman.* 9th—*Bingo Maru, Sydney, Ulysses, Benmohr.* 13th—*Candia, Glenfarg, Mogul, Driesen.* 16th—*Achilles, Aragonia, Bengloe, Hudson, Stolberg, Kingcraig, Sithonia.* 29th—*Kamakura Maru, Braemar, Manila, Kintuck, Prinz Heinrich, Sumatra,* 23rd—*Konisberg, Merionethshire, Prometheus, Denbighshire, Ajax, Nurnberg, Tamba Maru.* 27th—*Armond, Behic, Bamberg, Zieten.*

ARRIVALS AT HOME.

20th Oct.—*Albenga, Alesia.* 23rd—*Heathford, Bayern, Hector, Tonkin.* 27th—*Indrawadi, Arabia.*

HONGKONG REGISTER

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.59	30.14	30.11
Temperature	76	65	67
Humidity	69	61	58
Direction of wind	NNW	NNW	N
Force	7		2
Weather	cdy	c	b
Rain	—	0.07	—

Highest open air temperature on the 27th 81
Lowest open air temperature on the 27th 62
Hongkong Observatory, 28th October.

HONGKONG TIDE TABLE.

From 19th October to the 4th November.

Day of Week	Day of Month		HIGH WATER. Hongkong Mean Time.	Height.		LOW WATER. Hongkong Mean Time.	Height.
			h. m.	ft. in.		h. m.	ft. in.
Thurs.	29	m	1 14	6 2	m	9 55	2 8
			6 20 a	5 1		9 4 a	5 0
Fri.	30	m	2 53	5 8	m	10 54	2 8
			6 49 a	5 3		11 0 a	4 8
Sat.	31	m	4 29	5 7	m	11 40	2 8
			6 50 a	5 6			
Sun.	1	m	5 40	5 8	m	0 5	4 3
			6 59 a	5 9		0 21 a	2 7
Mon.	2	m	6 42	5 8	m	0 51	3 7
			7 12 a	6 3		0 58 a	2 7
Tues.	3	m	7 32	5 9	m	1 28	1
			7 33 a	6 7		1 32	
Wed.	4	m	8 10	6 0	m	2 16	
			8 0 a	7 2		2 4 a	2

NOTICE OF FIRM

NOTICE.

MR. AHMED RAHIM being about to proceed to Bombay, MR. SOOMARBHOY MAWJEE assumes charge of my business from this date, and is authorised to sign the firm in Hongkong, China and Japan.

E. PABANEY.

Hongkong, 27th October, 1903. [2983

DEUTSCHE WEINGESELLSCHAFT DUHR & CO., COELN.

STOCK ON HAND OF

AHRBLEICHART, a red Ahr Wine at $18.50
GRAACHER, Mosello ... ... at $16.50
LAUBENHEIMER, Hock ... ... at $15.00

All per Case of 24 Quarts.

Price reductions for larger orders.

GROSSMANN & CO.

Hongkong, 16th October, 1903. [2897

R. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP DEALER,

No. 39, WYNDHAM STREET, HONGKONG,

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [1958

SHIPPERS
CUTLER, PALMER & CO., LONDON.
AGENTS
LANE, CRAWFORD & CO.,
HONGKONG.

JOINT STOCK SHARES.

Hongkong, 27th October.

COMPANY	PAID UP.	QUOTATION.
Banks—		
Hongkong & S'hai	$125	$630, sellers; L'don £63.
Natl. Bank of Chin.		
A. Shares	£8	$28, buyers
B. Shares	£8	$28½, buyers
Foun. Shares	£1	$10.
Bell's Asbestos E. A.	£1	$4½, sellers
Canton-Hongkong Ice	$10	$10, nominal
Campbell, Moore & Co.	$10	$40, sellers
China-Borneo Co., Ltd.	$12	$9½, sellers
China Light and Power Co., Ltd.	$20	$5, buyers
China Prov. L. & M.	$10	$01, sellers
China Sugar	$100	$97, sellers
Cigar Companies—		
Alhambra, Ltd.	$500	$250, buyers
Philippine Tobacco Trust Co., Ltd.	$50	$15, sales
Cotton Mills—		
Ewo	Tls. 100	Tls. 32½, sellers
International	Tls. 75	Tls. 25.
Laou Kung Mow	Tls. 100	Tls. 35.
Soychee	Tls. 500	Tls. 200.
Hongkong	$10	$14½, buyers
Dairy Farm	$6	$13½, buyers
Renwick & Co., Geo.	$25	$47½.
Green Island Cement	$10	$22½, sellers
H. & C. Bakery	$50	$40.
Hongkong & C. Gas	$10	$140, buyers
Hongkong Electric	$10	$12.25, sales
	$5	$6¾, sellers
H. K. L. Tramways	$100	$320, sellers
H.K. Steam Water Lost Co. Ld.	10	$15½, buyers
Hongkong Hotel	$50	$147, sellers
Hongkong Ice	$25	$260, sellers
H. & A. Wharf & G.	$50	$67½, sellers
Hongkong Rope	$50	$145, sellers
H. & W. Dock	$50	$201½, buyers
Insurance—		
Canton	$50	175, ex div.
China Fire	$50	$90.
China Traders'	$25	$61½.
Hongkong Fire	$50	$320.
North China	£25	Ts. 216, sellers
Union	$100	$492½, sales
Yangtsze	100	$135.
Land and Building—		
Hongkong Land Inv	$100	$154, sellers
Humphreys Estate	$10	$10.70, sellers
Kowloon Land & B.	$30	$35.
West Point Building	$50	$52½, sellers
Luzon Sugar	$100	$10.
Manila Invest. Co. Ltd.	$5	$15.
Mining—		
Charbonnages	Fcs. 250	$600, sellers
Jelebu	$6	50 cts.
Panjom	$11	$1.50.
Do. Preference	$1	30 cts.
Raubs	18/4.	$8, sellers
New Amoy Dock	$64	$38, sales
Oriente Hotel, Manila	$50	$58, sellers
Powell, Ld.	$10	$8½, sellers
Robinson Piano Co., Ltd.	$50	$50.
Steamship Cos.—		
China and Manila	$50	$18½.
Douglas Steamship	$50	$30, buyers
H., Canton and M.	$10	$31½, sellers
Indo-China S. N.	£10	$81, sellers
Soeh Transport and Trading Co.	£1	10s., sellers
Star Ferry	$10	$26, sellers
S.C.F., Boyd & Co., Ld.	$5	$16, sellers
	Tls. 100	Tls. 117.
S. & H. Dyeing & C. Co., Ld.	$50	$50, nominal
Tebrau Planting Co.	$5	nominal
United Asbestos	$5	$9, buyers
Do.	$10	$200, sellers
Universal Trading Co, Ld.	$20	$23, buyers
Watkins, Ld	$10	8, sellers
Watson & Co., A.S.	$10	$14½, sales

VERNON & SMYTH, Brokers.

ROYAL ÆRATED WATERS MANUFACTORY.

If you want a drink of health,
If 'tis true that health is wealth,
If you'd take your proper place,
If for health you'd join the race,
Always with a smiling face,
Where you can get good drink I guess,
Pure water we always use,
Essences many from which to choose,
Our list of drinks will you amuse

Apply to—

F. P. DANENBERG, Manager.

Factory & Office—West Point; Telephone 367
Depot—Ice House Street; Telephone, 374.

Novel Specialities. Best in the Far East. Refreshing and invigorating drinks of the season. Just Produced, Long-Life, Non-Intoxicating and Excellent Beverages.

Hir-Oès, Winter Stout, Strawberryade, Jubilee-Champagne, Orange Champagne, Hop Ale. [117—2

HOTELS

KOWLOON HOTEL.

THIS Hotel is situated in a quiet locality, away from the din and disturbance of the City, and, surrounded by a delightful garden, it is an ideal place of residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon wharves, where the principal mail steamers disembark passengers, and from which there is a regular ferry service to Hongkong.

Bowling Alleys and Billiards.

The Cuisine is excellent.

J. W. OSBORNE, Proprietor. F. F. JEWELL, Manager.

Hongkong, 6th June, 1903. [2309

NEW "HOTEL AMERICA" NEW (Late German Club Building).

High Class Private Hotel,
No. 2, WYNDHAM STREET.

Near Post Office, Piers, Clubs, Banks, Principal Offices and Streets. Rates reasonable.

America Matron.

The Cuisine is of the best; and management is under owner's direct supervision as to food, cleanliness and hygiene of the premises.

The Furnishings are new and handsome; and the Bedrooms large, cool and well ventilated.

Hongkong, 4th July, 1903. [2990

THOMAS' HOTEL.

A FIRST-CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.

SPECIALLY REDUCED SUMMER RATES.

For Particulars, apply to—

THE MANAGER.

Hongkong, 10th July, 1903. [197

HOTEL INTERNACIONAL.

THE MOST COMFORTABLE HOTEL in Macao. Beautifully situated in Praya Grande next to Government House.

Telegraphic Address: "Internacional."

Apply to— THE MANAGER.

Hongkong, 4th October, 1902. [15

TO LET.

TO LET.

NOS. 15, 17, 19 and 21, SEYMOUR ROAD.

Nos. 8 and 10, CASTLE ROAD.

GODOWNS, Nos. 32A and 32B, PRAYA EAST. Possession from 1st November.

Apply to—

COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha.

Hongkong, 22nd October, 1903. [2950

TO LET.

BISHOP'S LODGE South (PEAK).

"THE EYRIE" (PEAK).

"BROCKHURST" (PEAK).

ROOMS on the TOP FLOOR of "ALEXANDRA" BUILDINGS.

No. 2, MATHESON STREET, Wanchai (Godown).

Apply to—

LINSTEAD & DAVIS.

Hongkong, 14th October, 1903. [2877

TO LET, WITH OR WITHOUT BOARD.

COMMODIOUS and COMFORTABLE FURNISHED ROOM with BATH-ROOM, with English family.

Cool, quiet and healthy locality.

Apply— "LODGINGS,"
Care of *Daily Press* Office.

Hongkong, 27th October, 1903. [2926

TO LET

NO. 58 and 60, CAINE ROAD. SIX-ROOM NEW HOUSES.

Apply to—

SAM WANG & CO., LD.,
81, Queen's Road Central.

Hongkong, 14th October, 1903. [2872

TO LET.

22, LEIGHTON HILL ROAD.

Apply to—

AHMET RUMJAHN,
62, Queen's Road.

Hongkong, 15th October, 1903. [2886

HOUSE TO LET.

2ND FLOOR and GROUND FLOOR No. 45, GRAHAM STREET. Easy terms for those who take on lease.

Apply to— S. ARJUN,
No. 13, Gage Street.

Hongkong, 8th October, 1903. [2815

TO LET.

TWO ROOMS and a BATHROOM at No. 54, CAINE ROAD, with use of Gas, for four months. Immediate Possession.

Apply—

X. X.,
Care of *Daily Press* Office.

Hongkong, 13th October, 1903. [2864

TO LET.

FLATS in MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground.

No. 1, RIPON TERRACE (in FLATS).

GODOWN at BOWRINGTON (PRAYA EAST).

HOUSES in WONG-NEI-CHONG ROAD.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 10th October, 1903. [71

TO LET.

A LARGE OFFICE on GROUND FLOOR of No. 2, WYNDHAM STREET.

Apply to—

THE SECRETARY,
The Bowling Club, Limited.

Hongkong, 17th October, 1903. [2909

TO LET.

NO. 10, WYNDHAM STREET.

No. 24, CAINE ROAD.

No. 33, CONDUIT ROAD, Six rooms, Tennis Court.

HOUSE in CAINE ROAD in FLATS.

And others to suit various requirements.

S. A. SETH,
Land and Estate Broker.

Hongkong, 26th October, 1903. [1396

TO LET.

NO. 11, GAGE STREET. Eight-roomed House.

Apply to—

C. F. DE CARVALHO,
14, Arbuthnot Road.

Hongkong, 26th October, 1903. [2707

TO LET.

OFFICES now in course of erection on CONNAUGHT ROAD (New Praya), between Blake Pier and Queen's Buildings.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 24th September, 1903. [2676

TO LET.

NO. 2, "MAGDALEN TERRACE," MAGAZINE GAP.

Apply to—

SPANISH PROCURATION.

Hongkong 1st, July, 1903. [73

BOARD AND RESIDENCE

M. MATTHAEY.

PRIVATE BOARD AND RESIDENCE.

14, QUEEN'S ROAD CENTRAL
(Entrance by Zetland Street),

Opposite Messrs. Kelly & Walsh, Booksellers.

Hongkong, 11th July, 1903. [1987

BOARD AND RESIDENCE.

MRS. GILLANDERS.

"GLENWOOD,
21, CAINE ROAD.

Hongkong, 20th March, 1903. [2626

"TANG YUEN."
BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.

Apply— MANAGERESS,
Macdonnell Road
or
FAIRALL & CO., Queen's Road

Hongkong, 2nd March, 1903. [681

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER,
2, Pedder's Hill.

Hongkong, 1st January, 1892.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,303 tons, Captain H. D. Jones.
S.S. "POWAN," 2,338 tons, Captain G. F. Morrison, R.N.R.
S.S. "FATSHAN," 2,260 tons, Captain A. W. Dixon.
S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.
S.S. "KINSHAN," 2,260 tons, Captain J. J. Loskas.

Departures from Hongkong to Canton daily at about 7 a.m. and 10 a.m. (Sunday excepted) and at about 6 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily (Sunday excepted) at about 8 a.m., 2 p.m. and 5.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,999 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at 2 p.m.
Do. from Macao to Hongkong daily at 8 a.m. } Sunday excepted

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "NANNING," 569 tons, Captain R. D. Thomas.
S.S. "SAINAM," 588 tons, Captain B. Branch.
S.S. "TAK HING," 618 tons, Captain T. A. Webster.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LD.

929

PEERLESS SCOTS WHISKIES

OF

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Peg" WHISKIES at $13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at $22.00

Stop drinking rank, Smoky Stuff, because "it comes through the SODA."

Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavour.

Once tried, preferred to all others. Sole Agents for Hongkong:

F. BLACKHEAD & Co.

TO LET

TO LET—WITH IMMEDIATE POSSESSION.

ONE SUITE of ROOMS in the Ground Floor of the Hongkong Club Annex, suitable for Offices.

Apply to the undersigned.

C. H. GRACE,
Secretary,
Hongkong Club.

Hongkong, 25th August, 1903. [1757

TO LET.

AT moderate rentals, high-class OFFICES, in ALEXANDRA BUILDINGS, occupying the best business position in the Colony.

Apply to—

SECRETARY,
A. S. Watson & Co., Limited.

Hongkong, 23rd September, 1903. [26 8

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST.

Apply to—

H. N. MODY,
Victoria Buildings.

Hongkong, 2nd December, 1902. [82

TO LET.

NO. 17 and 19, CAINE ROAD. TWELVE-ROOM NEW HOUSES, with Bath Room attached to each Floor.

Apply to—

T. EDWARDS,
Edwards, Piry & Co., Ld.,
No. 1, Duddell Street.

Hongkong, 21st October, 1903. [2940

TO LET.

2ND FLOOR, No. 35, QUEEN'S ROAD CENTRAL; suitable for Office.

Apply to—

WING CHEONG,
35, Queen's Road Central.

Hongkong, 10th July, 1903. [1981

GODOWN TO LET.

NO. 155, PRAYA EAST. Spacious Two-storied Godown. Suitable for Yarn or Coals.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 11th July, 1903. [938

A FEW Specialities in New Drinks. Cannot be surpassed in quality. Supersede any other productions in the Far East.

Do not fail to order BOKHO, a most appreciated drink. Supersedes Soda Water with Spirit.

Our Superb GINGER ALE is of the very finest quality, equal in flavour to the far-famed "Belfast Water." It drinks with a full mellow body, leaving a fine nutty flavour on the palate, which will make you wish to drink it again.

ORANGE CHAMPAGNE, a most delicious and very light, fine flavour drink.

LIME JUICE and SODA, a Popular Beverage, refreshing and healthful. Thirst Quencher. From the Palermo fruit.

Apply to THE ROYAL ÆRATED WATER MANUFACTORY Factory and Office, West Point. Telephone 367. Depot—Ice House Street, Telephone 374.

F. P. DANENBERG, Manager.

Hongkong, 22nd September, 1903. [117—

FOR SALE.

"LEIGH TOR," The PEAK

This is an opportunity which very seldom offers of buying a really first-class Peak property.

For particulars, apply to—

LEIGH & ORANGE,
6, Des Vœux Road.

Hongkong, 6th October, 1903. [2798

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European taught workmen. Equal to Home Work.

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A CHEE & CO., Established 1859.
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 12, Queen's Road Central.

CHEONG LEE & CO., Furniture Store. Established over 20 years. Importers and Exporters, Teakwood Furniture, Blackwood, Jewellery, &c., highest grade best and cheapest. 8, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Hoilo.

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M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

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BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision and Coal Merchants, Sole Agents for Hartmann Rahtjen's Genuine Composition Red Band Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers' Tools, Brass and Iron Merchants, 144, Des Vœux Road.

MORE & SEIMUND,
25 and 26, Connaught Road, Praya Central. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners Composition ("Greyhound Brand") and Blundells Spence & Co.'s Composition.

WATCHMAKERS

OROZ & CO.,
14, Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

CARTRIDGES.

ISEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES:—

	Loaded with Powder only,	With Powder and 1 oz. of Shot.
Primrose Cases	$6.25	$8.00
Pegamoid Cases	6.85	8.60
Ejector Brass Cases	7.50	9.25

Apply to—

WM. SCHMIDT & CO
Gunmakers,
Hongkong.

Hongkong, 3rd July 1902. [191

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